



Picasso's 'Acrobate et jeune Arlequin' was sold at Christie's auction house. (Reuters wirephoto)

Picasso painting fetches \$37.6m

LONDON, Nov 29. (Agencies): A Japanese department store said today that it was the purchaser of a Pablo Picasso painting for £20.9 million (\$37.6 million), the largest sum yet paid for a 20th century artwork.

The pink and blue painting of two circus acrobats was sold last night in London at Christie's auction house.

The price also is the third-highest for an auctioned work of art. The higher prices were paid in 1987 for two 19th Century paintings by Vincent van Gogh: 'Irises' at \$53.9 million and 'Sunflowers' at \$41.3 million.

Yasuhiro Tanaka, a spokesman for Mitsuokoshi department store, said in Tokyo that its representative, Akio Nishino, bought the Picasso.

"We bought the painting expecting to sell it to a private buyer here in Tokyo," Tanaka

said. But he said the store, which is a major importer of art into Japan, had not yet decided on specific plans for the display or sale of the painting.

The man subsequently identified by Tanaka as Nishino left the crowded salesroom after buying the painting and slumped in a chair in a private room for 20 minutes.

He didn't speak to reporters but was smiling broadly. A director said the man was "emotionally exhausted."

"We offered him a glass of champagne but he didn't like it and had Coca Cola instead," said Mark Wrey, public relations director of the auction house.

"The buyer told me he had bought a most wonderful masterpiece. He didn't question the price — he was very excited," Wrey added.

Gunmen shoot dead 15 in Sri Lanka

COLOMBO, Nov 29. (Reuters): Suspected Marxist guerrillas have shot dead 15 people in Sri Lanka in the past 24 hours, the military said today.

A military report said the victims, gunned down in incidents across the Indian Ocean island, were mostly civilians known to be supporters of the government.

Deaths

The government has accused the Marxist People's Liberation Front, whose members are mainly from Sri Lanka's Sinhalese majority, of mounting violent protests to topple President Junius Jayewardene's government.

Police have blamed the group for the deaths of over 600 people, mostly government supporters, after Sri Lanka signed a pact with India in July 1987 aimed at ending separatist violence by the island's Tamil minority.

The front demands Jayewardene's resignation and the scrapping of the pact.

Security forces arrested more than 400 suspected Front rebels in house-to-house searches in the suburbs of the capital Colombo at the weekend.

Unidentified gunmen wounded at least eight passengers when they opened fire at a bus at Kocchikade in western Sri Lanka, police said today.

Supreme Soviet urged to support reform

Gorbachev condemns past repressions

MOSCOW, Nov 29. (Reuters): President Mikhail Gorbachev, projecting a vision of a new, democratic Soviet Union, declared today the country had to break out of past repression to create an efficient, modern society.

In a 70-minute speech to the federal parliament, the Supreme Soviet, he also assured deputies he was not seeking personal power and offered an olive branch to restless republics seeking greater autonomy from Moscow.

"The steady progress of our political reform," he told a session of the body called to approve wide-ranging changes to the state constitution, "shows a new, democratic Soviet Union."

Speaking under a huge marble statue of state founder Vladimir Lenin, Gorbachev effectively condemned the rule of dictator Josef Stalin and late Kremlin

leader Leonid Brezhnev for bringing first injustice and then social decay.

Package

In the early 1930s, he said in an address calling for speedy passage of his reform package, "authoritarian methods of power were established and mass repressions and other violations of socialist legality became widespread."

Later, he added, ordinary people were cut off from any real participation in running the country's affairs and real control was taken over by Communist Party and government bureaucrats, leading to "the ossification of the political system."

Gorbachev, speaking in the hall of the Grand Kremlin Palace, admitted that the Supreme Soviet had in the past simply rubber-stamped decisions taken elsewhere.

Under proposals certain to be

approved, the 1,500 members will vote the Parliamentary body in its present form out of existence and usher in a new two-tier legislature headed by an executive president with strong authority.

The proposals also include the establishment of a revised electoral system providing for multi-candidate balloting to a new congress of people's deputies, breaking with the practice of decades in which Soviet voters had no choice.

Fears

During a month of public discussion of drafts for the constitutional changes, even fervent supporters of Gorbachev's "perestroika" reforms have expressed fears the presidency may gain too much power.

The drafts also stirred strong fears in at least five of the country's 15 republics, with Baltic Estonia in the vanguard, that

loose wording could lead to stricter central control limiting their autonomy.

In his speech, delivered calmly with none of the emotion he showed at the weekend when rejecting Estonia's bid for wider autonomy, Gorbachev moved to ease concern on both issues.

The proposals put before the deputies, he declared, gave the president "enough power to organise the work of the Supreme Soviet and its presidium, while avoiding the excessive concentration of power in one person."

"Therefore, the principle of collective leadership, traditional for the Soviet system, is preserved in dealing with state problems of key importance," he added.

With Estonian Communist Party chief Vaino Valjas and other leaders from the republic listening from the deputies' benches, Gorbachev promised that

the next stage of the reform would firmly address the sovereignty issue.

Valjas has insisted Estonia will push ahead with reforms voted by its own parliament despite Gorbachev's rejection of them as illegal.

But the Kremlin chief appeared to attempt to avert the potential confrontation by dropping a section of the prepared text of his speech in which he described the Estonian parliament's actions as "deplorable" and unconstitutional.

The official Tass news agency included those comments in an initial report of the speech, but Gorbachev did not deliver them and Tass later withdrew the remarks.

However, Kremlin ideologist Vadim Medvedev told a news briefing later they had not been in a copy of the speech he had seen.

Azerbaijan accused of deporting Armenians

Thousands flee Soviet unrest

MOSCOW, Nov 29. (Reuters): An Armenian official accused Azerbaijani authorities today of openly deporting Armenians, adding to the thousands from each republic who had already fled ethnic violence.

Although reports from both feuding republics said the violent clashes that killed at least 10 people last week had ended, tension persisted and several centres, including the capitals, were under military control.

Mass meetings — in violation of curfews — continued to discuss the mainly Armenian-populated region of Nagorno-Karabakh, which is at the heart of nine months of unrest. The dispute is rooted in centuries of rivalry between the Muslim Azerbaijanis and Christian Armenians.

The unrest was debated in Moscow today during a session of the Supreme Soviet, with the President of Azerbaijan accusing

Armenia of fomenting trouble in the territory.

But a spokesman for the official Armenpress news agency in the Armenian capital, Yerevan, accused Azerbaijan of adopting a policy of driving Armenians from the republic.

"The open deportation of Armenians is now taking place," he said. "The Azeris are pursuing a new policy of not killing Armenians but forcing them out of Azerbaijan."

The spokesman said so far 12,483 Armenian refugees had crossed from Azerbaijan. He said authorities expected up to 200,000 and had appealed to Moscow for food for those now housed in hotels, hostels and private homes.

A spokesman for the Azerbaijani Foreign Ministry in the capital, Baku, said tens of thousands of Azeris had left Armenia, but had no exact figures.

Musa Mamedov said up to 100,000 demonstrators had assembled in Baku's Lenin Square in a round-the-clock demonstration tolerated by military authorities, although a number of people had been detained yesterday.

Tension

"We have again a new wave of tension here," he said.

The Azerbaijani news agency Azerinform said up to half a million demonstrators had thronged the square yesterday and tents had been set up on the square for refugees.

In Yerevan, the spokesman for Armenpress said more than 1,000 people were rounded up for curfew violations and 25 placed under formal arrest.

Meetings continued in some Armenian cities, but Yerevan was quiet with public transport returning to normal and at least some factories working, according to the official.

Fitzwater named White House spokesman

Bush ends rift with Bob Dole

WASHINGTON, Nov 29. (Reuters): President-elect Bush, pressing his campaign for good relations with Congress, arranged a visit to the US Capitol to meet Senate Republicans today after healing a rift with their leader.

Bush was also nearing an announcement on his choice for Defence Secretary after revealing yesterday that Marlin Fitzwater would stay on as White House spokesman.

Former Texas Senator John Tower, a one-time chairman of the Senate Armed Services Committee, was the leading contender for the Pentagon post, transition sources said.

Bush, who was to be accompanied to Capitol Hill by his controversial running mate, vice president-elect Dan Quayle, and his Chief-of-Staff John Sununu, joined Senate Republican leader Bob Dole yesterday in publicly ending a bitter rivalry.

Obligations

"The election is over and we both have obligations and certainly mine is to help him become a great president and I intend to do that," said Dole, who can be crucial in helping Bush deal with the Democrat-controlled Congress.

For his part, Bush said he and Dole agreed that reducing the budget deficit was their top priority. The president-elect vowed to "work most co-operatively" with Dole and other Congressional leaders.

Bush and Dole, who did not

try to hide their disdain for each other during the fight for the Republican presidential nomination, buried the hatchet at a luncheon meeting also attended by budget director-designate Richard Darman.

"We're going to try to work together for a better America," Dole told reporters afterward.

The roots of the Bush-Dole feud were planted in the early 1970s, when President Richard Nixon ousted Dole, as Republican Party chairman and named Bush to replace him. The bitterness deepened during their battle for the nomination this year.

Standing beside Bush outside the White House after their luncheon, Dole told reporters their relationship would not be affected by "things that happened in the past."

Surprise

Before meeting Dole, Bush made a surprise visit to the White House press room to say that Fitzwater, who was his press secretary before he became Reagan's spokesman, would keep his job in the new administration.

When asked about Bush's promise to bring "new faces" to Washington, the 45-year-old Fitzwater, who often jokes about his non-glamorous middle-aged appearance, quipped: "I'm willing to take a new face if anyone can give one to me."

"I'll take Tom Selleck's," the spokesman added, referring to a popular US television star.

3 injured as IA Airbus' nose-wheel collapses

NEW DELHI, Nov 29. (UPI): The nose-wheel of an Indian Airlines A-300 Airbus with 279 people aboard collapsed today moments after the plane stopped on the parking apron of New Delhi's airport, injuring at least three passengers, an official said.

A news report put the number of injured at six, but an Indian Airlines spokesman denied the report.

Passengers aboard flight IC 181 from Bombay were waiting for mobile stairs to be rolled out to the plane so they could disembark at New Delhi's Indira Gandhi International Airport when the nose-wheel suddenly collapsed, said the spokesman.

The Airbus, which was left resting on its two engines and remaining landing gear, was carrying a full load of 268 passengers and 11 crew members, including the pilot and co-pilot.

Government investigators opened a probe into the cause of the mishap.

Call to slap oil embargo on South Africa

UNITED NATIONS, Nov 29. (KUNA): Kuwait has called on the United Nations Security Council to impose an oil embargo against South Africa.

Kuwaiti representative Nabeela A. Al Mulla told the General Assembly yesterday that a precedent for a selective sanction had been established with the arms embargo.

"The international community delivered a strong message by adopting those sanctions," she said. "An embargo against the supply and shipping of oil should be next on the agenda of the Security Council."

Al Mulla made her statement as the General Assembly began its annual debate on "South Africa's apartheid policies."

"Apartheid will not go unless the international community makes it go," she said.

26 killed in attack

BANGKOK, Nov 29. (Reuters): Guerrillas attacked a Burmese train southeast of Rangoon today, killing 26 people and injuring 30, Rangoon Radio reported.

The radio, monitored in Bangkok, said members of the Mon ethnic minority blew up the line beneath a passenger train between Ye and Moulmein near the town of Maupkpin, then opened fire with small arms at the carriages.

Truck fire

KANSAS CITY, Missouri, Nov 29. (AP): Two explosions killed six firefighters battling a suspicious truck fire early today. The blasts shattered windows 10 miles (16 kilometres) away and destroyed a fire truck at the scene.

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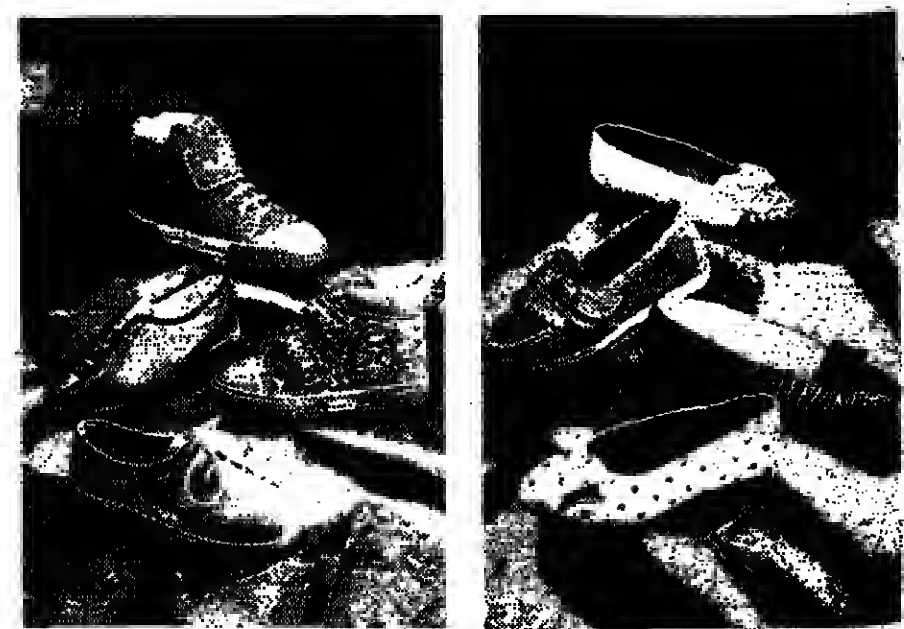
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Kids BMX shoes K.D. 3-900

Girls shoes K.D. 2-900

مذاق من المذاق

Naval manoeuvres continue

Iran clearing N. Gulf mines

MANAMA, Nov 29, (UPI): Under the watchful eye of US warships, Iran continued its first large-scale naval manoeuvres in the northern Gulf since the ceasefire in the Iran-Iraq war, Iranian and US officials said.

Also today, Iran said it began mine-sweeping operations in the northern Gulf to clear some of the hundreds of mines still floating in the water way and constituting a hazard to shipping.

Commander of Iran's second maritime zone Rear Adm. Muhammad Shafaqi said operation Jostan-1 was designed to "test the Navy's efficiency."

Shafaqi said the four-day operation which began Monday included "mock combat, troop landing, shooting pre-determined targets such as intruding ships and warplanes and amphibious exercises."

He said the manoeuvres coincided with Iranian Navy Day, and the code-name of Jostan

commemorated "the brave crew of the frigate Jostan, the first vessel to exchange fire with US naval units in the Gulf and the first to sink an Iraqi warship during the initial days of the war."

US Navy officials said the Iranian frigate was believed destroyed during US-Iranian naval clashes in April.

The Pentagon claimed a large chunk of the Iranian Navy was destroyed in the clashes.

But Tehran still maintains hundreds of fast gunboats manned by revolutionary guards armed with rocket-propelled grenades and heavy machine-guns.

Gunboats caused extensive damage to merchant mariners ploughing the water way during the Gulf war.

But US diplomatic sources said the Iranians, since the Aug 20 ceasefire with Iraq, moved their gunboat bases away from

forward locations such as Abu Musa island in the southern Gulf.

The sources said the Iranians still have gunboat bases near the Strait of Hormuz, the strategic mouth of the Gulf.

They said the US Navy was keeping "a watchful eye" on the manoeuvres but did not say if US warplanes were also monitoring Iranian military movements.

There has been a sharp reduction in the number of warships from the United States and its Western allies patrolling the waters of the strategic water way since the cessation of hostilities.

An Iranian Navy operational commander quoted by Iran's Islamic Republic News Agency said the "sea games" were a "show of Iranian naval strength."

He said the games would "greatly boost the combat readiness of naval units" under his command.

Iran executes 'corrupt bands'

NICOSIA, Nov 29, (Reuters): Iran said it had executed nine people, including six clergymen, for forming "corrupt bands" and other political corruption offences.

The Iranian news agency IRNA said they included Fathollah Omid Najafabadi, a former revolutionary judge and member of parliament.

He was arrested two years ago in a political subversion case linked to a relative of Iran's designated future leader, Ayatollah Hossein Ali Montazeri.

Mehdi Hashemi, brother of Montazeri's son-in-law, and several accomplices were executed last year for murder, kidnapping and subversion.

Christmas celebrations cancelled in Bethlehem

BETHLEHEM, Occupied West Bank, Nov 29, (AP): The joyous celebrations that mark Christmas in Jesus' birthplace have been cancelled by officials of this Palestinian town to express solidarity with the year-long uprising against Israeli occupation.

"We don't see any reason to celebrate Christmas. We have to show concern for our dead and for our detainees," Deputy Mayor Hanna Nissan told the Associated Press yesterday.

He said the city called off all official celebrations, such as the Christmas eve reception for Israeli and Palestinian dignitaries and the annual boy scout parade. Manger Square, usually decorated with streamers of

bright coloured lights, will remain dark, and the square's 40-foot Christmas tree will stay bare, he said.

Church officials said mass would be celebrated in the Church of the Nativity as usual, but no decision had been made on whether the Latin patriarch would lead a religious procession in Manger Square.

Even before the city's decision, the uprising had left its mark on the half Muslim, half Christian town of 50,000, located seven kilometres south of Jerusalem.

Machine-gun toting Israeli soldiers patrolled the main highway into town and guarded Manger Square from two rooftop lookout posts.

DHAKA, Nov 29, (Reuters): A cyclone sweeping the Bay of Bengal with winds of 130 to 140 kph was expected to smash into the coast of Bangladesh early this evening, the weather office said.

Bangladesh Radio and Television interrupted programmes to warn people in coastal areas to move to safer zones.

Dhaka weather office spokesman Hamiduzzaman Choudhury said the cyclone was about 450 km south-southwest of the coast and might hit land at the port district of Khulna.

The cyclone approached even as President Hussain Muhammad Ershad opened an aid conference with a call for international action to protect this flood-damaged country from natural calamities.

Ershad opened a meeting of the committee of the Colombo Plan, an aid organisation for South and South-East Asia, with a request for multinational action to prevent natural disasters.

Co-operation

"When you are exposed to the wrath of nature, you can only survive if you have resilience and fortitude... but a co-operative spirit of the Colombo Plan can play a vital role in helping developing countries regain their economic momentum," he told delegates.

More than 3,000 people were killed and millions were made homeless when floods last August and September devastated Bangladesh, one of the world's poorest nations.

The government estimated it would need \$1.1 billion to overcome the effects of the floods.

The United States, Japan, Britain, Canada, Australia and New Zealand commit nearly \$6 billion annually to the plan.

Likud offers Foreign Ministry to Peres

OCCUPIED JERUSALEM, Nov 29, (Reuters): Prime Minister Yitzhak Shamir offered his rival, Labour Party leader Shimon Peres, a senior cabinet portfolio in a new coalition government and Shamir aides said it was likely to be the Foreign Ministry.

Shamir, whose right-wing Likud Party won a slight edge in Nov 1 elections, also told Defence Minister Yitzhak Rabin he could remain in his post if Labour decided to join a coalition.

A Shamir aide said two of the four main cabinet portfolios would be given to Labour but, asked if Peres had been offered the Foreign Ministry — his current portfolio — he would only say there was "an inclination" to do so.

They will be given two of the four main portfolios. There is more readiness to offer Peres the Foreign Ministry," he said.

Peres, speaking to reporters after meeting Shamir, said, "the

Likud representatives made some proposals which we have to bring back home to our own institutions and they will decide if we shall enter into negotiations or not."

Labour broke off coalition talks last week after Likud failed to meet its demand for control of either the Foreign or Finance Ministry as well as Defence.

But Labour ministers meeting late yesterday decided to support the reopening of coalition talks after hearing Shamir's newest proposals. The party executive is due to meet tomorrow to make a final decision.

Shamir was appointed by President Chaim Herzog to form the next government after he won the support of religious parties in exchange for promises to change the so-called law of return that would prevent people converted to Judaism by non-orthodox rabbis from becoming Israeli citizens.

Ozal to pay damages

ISTANBUL, Nov 29, (AP): A court has ordered Premier Turgut Ozal to pay 500,000 Turkish liras (\$283) in damages for insulting a leftist daily newspaper seven years ago, a newspaper spokesman said.

Cumhuriyet spokesman Ali Tervik Berber told the Associated Press that the order stemmed from a statement by Ozal which appeared in an interview with the leftist daily newspaper Tercuman in 1981.

Berber said Ozal, who was

then in limbo after he had resigned as deputy premier of the military government, described the liberal-leftist daily Cumhuriyet as "the Pravda of the Babi (Turkish Fleet Street)" in the interview.

Pravda is the Soviet Union's Communist Party daily.

Cumhuriyet filed a lawsuit against both Ozal and Tercuman on Aug 12, 1982, demanding six million Turkish liras (\$1,698) in damages for insulting the publication, he said.

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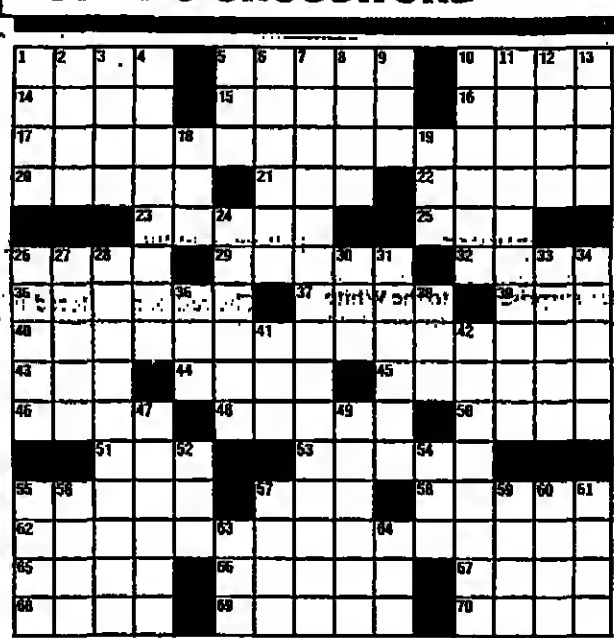
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1 Extol
5 Present time
10 Farm measure
14 Otherwise
15 "Aida," e.g.
16 Current
17 Kelly/Reynolds

- film: 1952
20 Castor oil
21 Pollux
22 Where or way
23 starter
24 Choice cuts
25 Valuable violin
26 Together with:
Prefix
28 "When I was
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29 Takes it easy
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33 Greek letter
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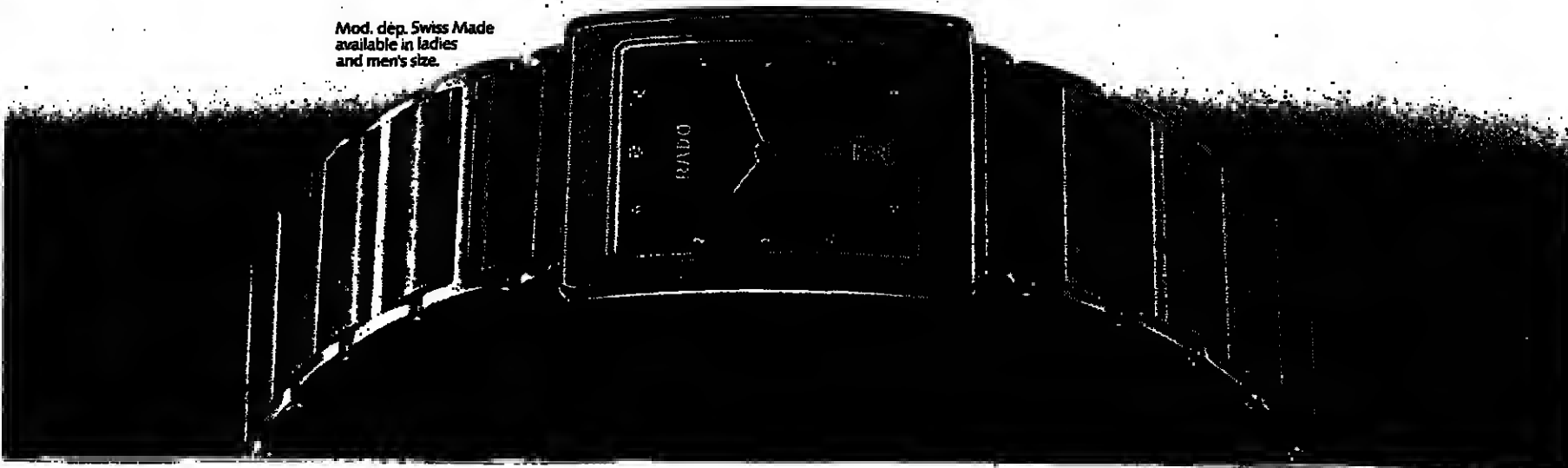
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VIDEO CORNER

Moments of true farce, and fun

By Gail Seery

KEN is afflicted with a massive stammer, which makes him an easy target for the type of insensitive hilly who gets his kicks out of hurting other people. Not surprisingly, really, he turns to a life of crime, but his true nature shows through his deep love of animals. In particular he develops and maintains an abiding affection for a tank of tropical fish. "You can trust them, and they don't show off all the time," he explains. The film — *A Fish Called Wanda* — sees his progress until, at last, he loses his speech impediment.

Not that the film is about Ken. A group of three men and a woman, have planned a daring diamond robbery which is expected to leave them thirteen million pounds richer. The robbery has been planned in relentless detail — Ken arranges the getaway car with diplomatic plates, and Otto has the task of opening the automatic door by firing at the wall mounted button with a crossbow. The thieves flee — Ken dumps the gear, and the diamonds are safely stowed in a little locked-up garage.

Then comes the double cross. The gang leader, George, is informed against, but when his betrayers go to collect the diamonds, they find that the has

already moved them "Trust me," he tells them. "If I get sent down, it all gets handed back to you." Ken gets the task of finding out who squealed, and prime target is Otto. Incidentally, one of Ken's pets is "A Fish Called Wanda."

There is no cruising around in cars. There are no musical interludes; no-one walks or jives down the street to rock music. No single actor can be said to have the whole of the film created for his or her benefit. This is the best, most original, and funniest film I have seen for years.

John Cleese plays Archie Leach, the harrister who defends George, and who becomes the unwitting target of Wanda's attentions. Michael Palin plays the stuttering Ken superbly. Of course, with the Python pedigree, anyone who is expecting riotous laughs throughout, or zany off-beat humour is going to be disappointed. There are no silly walks, nor jokes about Mrs Jean Paul Sartre. Instead there is a brilliantly presented, written and acted story, with moments of true farce as well as some more obvious funnies, as when Wanda, played by Jamie Lee Curtis, tells the stupid and psychopathic Otto, "I've known sheep who could outwit you. I've worn dresses with

higher IQs."

Otto as a character is a masterpiece. He is a hired assassin, who hates to be correctly delineated as stupid. Played by Kevin Kline, he is masquerading as Wanda's brother, and hates the English to distraction.

Another excellent performance comes from Patricia Hayes who plays a Yorkshire Terrier loving old lady who sees George after the robbery and so becomes a major witness.

The film progresses with Ken trying to create an accident so that the woman cannot testify, while Otto is rather more involved in first, getting Archie Leach to apologise for calling him stupid, and then, trying to apologise in turn. This is much harder than he expects, and he ends up holding Leach at gunpoint while saying sorry.

Cleese wrote the original story, and worked on the screenplay with Charles Crichton the Director. As can be expected, the characterisation is superb, and the settings are effective. The film is full of quietly humorous details, like, at the burial of the dogs, a choir singing "miserere dominum, canis mortuus est."

If you have not already seen it, I suggest you do so!

A slice of life

By Shaun Seekins

BAT*21 stars Gene Hackman who plays an electronic counter-measures expert in the American Army during the Vietnam war. The military command is worried that there will be a major enemy offensive and Lt. Colonel Hambleton (Hackman) volunteers to navigate a mission to assess the strength of the enemy missile batteries. Unfortunately, they prove to be both strong and accurate and the plane is shot down. This creates a panic situation as the colonel is privy to lot of very highly classified information and if he were to fall into enemy hands it would be a disaster. All the Army's resources are then brought into play to try to rescue him. Plenty of suspense in a war movie based on a true incident.

Dadah is Death is also based on real life events, starring Julie Christie. It tells the story of her son's fight against the death sentence passed on him by a Malaysian court. It is a cautionary tale of just how easy it is to become tempted by the big sums of money paid to couriers in the drug trade. The *Dadah* in the title is a local Malaysian name for drugs, trading in which carries a mandatory death sentence.

A good social drama with a

sincere performance from Christie, it certainly brings home how easy it is to fall foul of the law and how the real power in the drug business is able to recruit people to carry out the dangerous part of the trade.

Man on Fire stars Scott Glenn as a kind of Chuck Norris lookalike, even down to the unkempt bearded image. When the beautiful 12-year-old daughter of a rich American is kidnapped in Italy for a million dollar ransom, he sets off on a crazed vendetta in an attempt to rescue her. The young girl is played by Jade Malle.

Survival Quest is a rather bizarre mixture of Deliverance-style action and heroics as a group of city folk run into a bunch of nutters in the mountains.

The goodies belong to the Wilderness Survival School, which is run by one of those strong silent types, mountain man Hank (Lance Henriksen from *Near Dark*).

Their blissful adventure are shattered, however, when they come across the Blue Legion, a group of paramilitary survivalists led by a fascist mercenary. Hank's and his personal rivalry leads to disaster.

The above films are by courtesy of VFI Fintas/Farwaniya; Video Nani, Saliya, and Video Club, Saliya.

TELEVISION PROGRAMMES

KTV 1

MORNING

9.00 Holy Quran
9.10 Good Morning
9.15 Dahdoob Al Musiqar: cartoon serial
9.45 World News via Satellite
10.00 Qulooq Al Baidah: Arabic serial. Starring: Anwar Ismael, Hala Sudqi, Ahmad Marac
10.45 Good Morning
11.00 Zawaj Bil Computer: local Arabic serial. Starring: Hayat Fahad, Ghanem Al Saleh, Ali Al Mufeedi, Hind Kamel
12.00 News Summary
12.15 The Magic of David Copperfield
1.00 News Summary
1.05 Holy Quran/Closedown

EVENING

4.00 Holy Quran
4.15 World News via Satellite
4.45 Bambo: cartoons
5.15 Tum Tek and Children
5.30 Songs and Music
6.00 Islam Wal Insan: historical serial. Starring: Omar Hariri, Zahra Al Ula, Anwar Ismael, Hala Fakher.

7.00 News Summary
7.20 Afaq Al Fann: Art Horizons, presented by Abdul Rasool Salman
7.50 Housing for Citizens: local talk show on housing in Kuwait
8.30 Good Evening
9.00 News in Arabic
9.55 Makaan Fi Al Qah: Arabic serial. Starring: Iham Shahin, Mustafa Fahmi, Amina Rizk, Hassan Mustafa
10.45 TV Window: examines the work of the Public Authority for Civil Information: interview with PACI director Faisal Al Shajji. Also a look at the films of Duraid Lahham.
12.00 News Summary
12.05 World News via Satellite
12.30 Holy Quran/Closedown.

KTV 2

6.00 Holy Quran
6.10 My Pet Monster: cartoon serial

6.30 Wonderstruck: veterinarians treat an injured whale; also a look at other interesting wonders
7.00 Pals: Oscar and his son plan a move to avoid detective Jacko
7.30 Growing Pains: family show. Starring: Alan Thicke and Joanna Kerns
8.00 News in English
8.40 Moonlighting: David takes lessons in childcare
9.30 The Secret World: of cheetahs, tigers, lions and hyenas.
10.00 What's Happening Now: Shirley and Raj have an argument and decide to split
10.30 Fortune Dane: "The Tape." Dane discovers a link between the narcotics ring and the mayor's friend.
11.30 News Summary
11.40 Magazine D'Actualite/Closedown.

Please note that programmes and timings are liable to change without notice.

WHAT'S ON

CINEMA

British Council
NOV 30 (6 pm): Dec 1 (10.30 am): A feature film for children. Fern, The Red Deer, will be shown at the British Council, Mansouriyah.

DEC 3/4: This month's feature film "The Third Man", winner of the Grand Prix (Best Feature Film) International Film Festival, stylish thriller set in Vienna, with a typically seedy post-war plot. All the performances are good, with Trevor Howard and Orson Welles in the best roles. Admission is free but it is advisable to reserve seats. Tel: 2515512/2533204.

THEATRE

FOR details about KLT's annual pantomime Jack and the Beanstalk, contact 398-3724 before 5 pm; and 3904886 after 5 pm.

SOCIAL

German-Speaking Cultural Association
DEC 1, 3 pm, Dec 2, 5 pm: The annual Christmas bazaar will be held on Thursday and Friday at the Hilton Hotel, Old Failaka Room. Everyone is welcome.

DEC 4: The regular coffee morning for German-speaking ladies will be held from 10 am at the Old Failaka Room.

Kapilku-Flasik

DEC 9: General meeting and election of 1989 Kapilku-Flasik officers will be held at 1 pm, Philippines Embassy. Candidates will be nominated on the same day. All Filipinos are requested to attend.

CINEMA

Al Andalus
Malaf Samiya Sharawi (Arabic)
Starring: Nadia Al Jundi, Kamal Shinnawi

Al Sahmiya
Kuwait National Theatre performance

Al Hamra
Al Jawazah Di Mish Lazim Tatum (Arabic)
Starring: Hussein Fahmi, Farida Saif Al Nasr

Drive-In
Al Tahaddi (Arabic)
Starring: Nahla Ohaid, Farid Shawki, Farouk Fisi-awi

Al Firdous
Kabzaa (Hindi)
Starring: Sunjay Dutt, Amrita Singh, Raj Bahbar, Dimple Kapadia
Fahad Open-Air
Prem Rog (Hindi)
Starring: Padmini Kolhapure, Rishi Kapoor

Al Fahad
Arbab Sawabiq (Arabic)
Al Jahra
Les Surdous de la Campagne (French)

Grassada
Ighial Madrasah (Arabic)
Sulaibikhat
Dinraatragal (Malayalam)

Al Jleeb
New Delhi (Malayalam)
Ahmedi Drive-In
Al Tahaddi (Arabic)

Canadian Women's League

DEC 3: The Canadian Women's League holds its regular monthly meeting from 4:15 to 6:15 pm. For details call 3718678.

Danella
ALL Danes are invited to the annual children's party on Dec 16, 3 pm, at the Gazelle Club. For reservations phone Marianne — 3710214 ext. 29; Lizzy — 3710478 before Dec 5.

SPORTS

Kuwait Players Garden Fete

DEC 9: The Kuwait Players annual garden fete will be held from 12 noon at the Messilah Beach Hotel. Fun and games for all the family. All are welcome. Entrance — 500 fils (adults) 250 fils (children above 6).

KOSA Meeting
DEC 19: KOSA — Kuwait Offshore Sailing Association — will hold its annual general meeting at 7 pm at the Shaab Yacht Club. All members are requested to attend.

PBAK pre-Christmas

DEC 21, 8 pm, Dec 22, 6 pm: Second pre-Christmas bowling games. Fun games include moonlight, nine-pin strike and low score. The tournament is open to all nationalities. Three separate prizes for men and women. Participants will be selected on first come first served basis. Deadline for registration: Dec 18. For details call Sarah Macarimbang 4843447.

NIGHT CHEMIST

Kuwait
Al Watan Pharmacy
Jawharat Khaleej Bldg., Fahad Al Salem St.
Al Muntasar Pharmacy,
Ahmed Al Jaber St.

Hawalli and Negra
Al Andalus Pharmacy
Tunis St.

Salmiya and Rumaithiya
Maidan Pharmacy
Baghdad St.

Fahad and Ahmedi
Al Ahmadi Pharmacy
Ahmadi Souk, F'heel

Khaitan
Al Hayat Pharmacy
Al Muzayyan Bldg., Ibn Zaher St.

Jahra
Al Noor Pharmacy
Abdul Aziz Nasrullah Bldg., Matafi St.

PRAYERS

Fajr	5.01 am
Zuhr	11.37
Asr	2.30 pm
Maghreb	4.49
Isha	6.11

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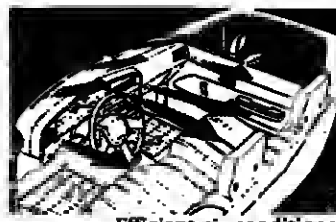
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ARAB TIMES

Thought for today

GOOD manners are the technique of expressing consideration for the feelings of others — Alice Duer Miller, US writer-poet (1874-1942).

Last hurrah for President Reagan

By Gene Gibbons

SANTA BARBARA, Calif. (Reuters): Like the cowboy heroes he played in movies, President Reagan will have a final moment of high drama before he rides off into the political sunset — a Dec 7 meeting with president-elect Bush and Soviet leader Gorbachev.

Although Reagan and Bush aides say the two-hour lunch meeting in New York City will be a cordial visit rather than a summit, it will thrust Reagan back into the world spotlight briefly just six weeks before his term expires.

US officials said the President and the man who will succeed him on Jan 20 were likely to seek assurances from Gorbachev that the Soviet troop withdrawal from Afghanistan will continue and that there will be further progress on human rights in the Soviet Union.

Review Reagan, Bush and Gorbachev were also expected to review the status of superpower arms control talks, which are scheduled to resume on Feb 15, the officials said.

But reflecting an administration sensitivity that the meeting could become a no-holds-barred bargaining session like Reagan's meeting with the Kremlin chief in Reykjavik, Iceland in 1986, White House spokesman Martin Fitzwater said: "We do not expect to make or receive proposals."

Bush aides were equally emphatic in ruling out any deals at next month's get-together, which is expected to take place at a venue like the New York Metropolitan Museum of Art or Governor's Island, a coast guard station in New York harbour.

These officials said that before holding any substantive talks with Gorbachev, the new president would consult with the allies and have James Baker, who is to be his secretary of state, meet with Soviet Foreign Minister Eduard Shevardnadze to set an agenda.

Reagan, who returned to Washington on Sunday after a week-long Thanksgiving holiday at his California ranch, had only one other big item of unfinished business left — preparation of a final federal budget.

Mugabe supports fight against apartheid

By E.A. Wayne

NEW YORK: Despite his eloquent English and smartly tailored suits, Zimbabwe's President, Robert Mugabe, is still the anticolonial leader who fought white domination in his country, the former Rhodesia.

Today, that translates into supporting the fight against South Africa's system of white domination and racial segregation, known as apartheid.

"Zimbabwe supports all forms of struggle. They are justified against apartheid. Apartheid is immoral... vicious... murderous."

Yet this African leader frankly admits his country is not strong enough to take on its giant southern neighbour.

Zimbabwe's support for armed struggle is funnelled through the Liberation Committee of the Organisation of African Unity, he says.

"We do not allow any bases and we do not allow the ANC (African National Congress) to use us as a launching pad. We are too weak to let them do that. We wouldn't be able to defend ourselves if South Africa has a justification for attacking us. But if we were strong we would say, 'Yes, come fight from our territory.'"

(The outlawed ANC is the most prominent group fighting to overthrow South Africa's government.)

Suspicious Not surprisingly, Mugabe remains very suspicious of South Africa's intentions in the region. He says Zimbabwean troops aiding neighbouring Mozambique have found concrete evidence that South Africa continues to destabilize that country. He charges that South Africa is still supporting the guerrilla Mozambique National Resistance Movement (Renamo).

"We come against evidence all the time of South African com-

Aides said the government spending blueprint, which must be submitted to Congress by Jan 9, would meet the \$100 billion deficit ceiling set by a three-year-old budget control law.

That would require cuts of at least \$32 billion from current spending levels, but Reagan aides said the new budget would not touch such politically-sensitive programmes as the social security pension system or call for a tax increase.

They said defence spending, a large portion of the budget, would be spared from cuts.

Economy "There's still a lot of room for reductions on the domestic side and the economy keeps growing, so there's an increase in revenues from that," said a White House official when asked how the budget would meet the constraints of the Gramm-Rudman-Hollings budget law.

In addition to the budget plans and the meeting with Gorbachev, who is to address the UN General Assembly during his Dec 7-8 visit to New York, Reagan is planning a series of farewell speeches, his aides said.

"He'll give three or four major speeches laying out his view of what has been accomplished since he took office eight years ago. He'll also look ahead at the future of the country," said an official who spoke on condition he was not identified.

Loyal The official said Reagan would give most of these speeches in Washington, including one at the American Enterprise Institute, a conservative think tank.

Reagan, who has spent 444 days of his presidency in California, mostly at his ranch, also planned another visit to his home state before handing power to Bush, his loyal vice-president since 1981.

But the Christmas visit will take Reagan to Los Angeles and Palm Springs rather than his ranch, which he will not visit again as president.

The weather in normally sunny California was mostly damp, windy and cold during the 77-year old leader's Thanksgiving stay at his West Coast hideaway. That kept Reagan from doing much horseback riding, his favourite holiday pastime.

plcity." Mugabe says. In a recent sweep of the border area, he says, his troops "seized documents... and radios which were provided by South Africa — very sophisticated equipment." These radios, he says, are linked to Renamo's radio station in Portugal via a communications relay station in Phalaborwa, a city in the northern Transvaal Province of South Africa. Well-informed Western officials with access to intelligence reporting concur with this charge.

Mugabe says South Africa also regularly lies supplies to Renamo. A senior Western relief official, who is active among refugees fleeing the fighting in Mozambique, says his impression is that the rebels would be hard pressed to survive if it were not for this type of South African support.

Military "This is done through the South African military side," Mugabe says. "The civilian side, (South African President P.W.) Botha will say, 'Ah, the military is doing what we don't want it to do.' But you can't separate your defence forces from your government."

Renamo was first created by the white regime in Rhodesia and later came under Pretoria's tutelage. South Africa pledged to cut its ties to the group in a 1984 agreement with Mozambique. Renamo is accused by the United States, Zimbabwe, and Mozambique of atrocities against civilians.

Mugabe says he supports Mozambique President Joaquim Chissano's decision to meet recently with President Botha. But "what tends to mar these meetings is that the South African party is not honest and behaves in a deceitful way." "Mistrust of South Africa can begin to dissolve only if it takes action against Renamo in one way or another," he says.

The Christian Science Monitor.

THERE is a revealing passage in Benazir Bhutto's autobiography, Daughter of the East, in which she describes how she came to know and value her new husband, Asif Zardari, to whom she had become betrothed, by arrangement, just seven days after their first meeting.

She writes: "We didn't really love each other yet, though my mother assured me that love would come later. Instead there was a mental commitment between us, a realisation that we were accepting each other as husband and wife totally and for always. In a way, I realised, that bond was stronger than love."

"Though I certainly did not — and do not — want to be seen as an advocate of arranged marriages, I realised there was something to a relationship built on acceptance."

"We were coming into our marriage with no preconceptions, no expectations of each other, other than goodwill and respect. In love marriages, I imagined, the expectations were so high they were bound to be somewhat dashed. There must also be the fear that the love might die and, with it, the marriage. Our love could only grow."

Not Mills and Boon sentiments, to be sure, but almost certainly good sense: the mellow reflection of someone who has known the best and worst in life and has learned wisdom through adversity.

Relationship

What, though, of Benazir and her people? The relationship between Pakistan's political leader and her millions of followers throughout the country is a love match. It was never meant to be. It was not arranged. It is a passionate affair, aroused by injustice, intensified by separation, consummated by victory at the polls. If Benazir believes that partners come best to a marriage with no preconceptions, no expectations of each other than goodwill and respect, and that high expectations will be dashed, she must be aware that her political future could yet be doomed.

Yet it need not be, Pakistan is

By Jim Abrams

BEIJING, (AP): It has been 10 years since the Communist Party elite gathered in Beijing for a meeting to cast off Mao Tse-tung's ideological yoke and set socialist China on an uncharted path of capitalist-style economic reform.

That December 1978 meeting, the third plenum of the 11th Communist Party Central Committee, started a decade of prosperity and political stability rarely enjoyed in this long-suffering nation. It is today regarded with near-reverence by the Chinese people.

Demise The plenum saw Deng Xiaoping consolidate his power and declare that modernisation, not Mao's class struggle, must be China's main goal. Deng announced the return of family farming, called for introducing Western science and technology and rehabilitated thousands purged in the leftist 1966-76 Cultural Revolution.

Deng's brand of pragmatism galvanised a people who for more than a decade could not grow tomatoes outside their homes for fear of being branded a "capitalist roader."

The demise of the commune and the return of the family farmer, and the shift from central planning to market-determined production, helped pushed

By Bud Newman

WASHINGTON, (UPI): Two former presidents who say they "know where some of the land mines are" have urged President-elect George Bush to rely on at least one close friend to tell him the truth and avoid becoming too isolated in office.

Gerald Ford and Jimmy Carter gave Bush several personal tips on handling the Oval Office as a preface to their issue-dominated "Report to the New President," released Nov 21.

The most controversial recommendations in the report urged Bush to propose a \$13 billion-a-year tax increase and cut annual social security and federal retirement cost-of-living increases. Bush vowed during the campaign not to raise taxes or cut social security benefits.

The report's personal suggestions, however, were equally candid, coming from two men who know what they are talking about. Ford became president upon the Aug 9, 1974, resignation of Richard Nixon because of the Watergate scandal. Carter defeated Ford for the White House in 1976 but himself was defeated in 1980 by Ronald Reagan.

Mistakes "Each of us had his own lucky breaks and each of us made his own share of mistakes," the former presidents wrote in their report, compiled with the help of experts under the auspices of American Agenda, a group the two headed.

"At least we know where some of the land mines are, so these observations from our own prac-

If expectations are dashed, her political future may be doomed

Benazir and her people: it's a love match

By Walter Ellis

more than a well of longing, it is a sophisticated Asian nation with an expanding economy and a cohesion greater than the sum of its parts would suggest.

Benazir is for the moment probably the only person who can help it to realise its considerable potential. If she has enemies, at least they recognise her strength; if she relies too much on her father's name and an over-worked charisma, there can be no doubting her genuine popularity. After 11 years of a particularly harsh dictatorship under the brilliant General Zia-ul-Haq, the masses were crying out for release from austerity and removal of the military ties that bound them.

Experience

Benazir, lacking all experience of government — the woman who, as a teenager, told Chou En Lai that McGovern would beat Nixon in the race for the White House — embodies her people's hopes. She has suffered the execution of her father, the violent death of her brother, and her own imprisonment and exile. In spite of her wealth and her lineage, she is one of the people. No one can point to a cocoon of privilege and claim that she has come easily to her inheritance.

Few, indeed, could claim to have gone through so much and still come back for more.

Impressive credentials, then. But can she govern Pakistan, an unruly place at the best of times, and still hold on to the adulation upon which she and her party largely depend? Must the high hopes be dashed? Must the love die?

On the plus side, apart from the surge of affection with which she is currently surrounded, she possesses a seemingly inexhaustible capacity to wait for events to unfold. She has learned this, of course, from her long years in the wilderness and it will stand her in good stead in a country where it takes a weaver three months to produce a rug that then sells in Karachi for £150.

Friends

She also possesses a fine mind, holding degrees from Oxford — where she was the first woman president of the Union — and Harvard, and has many influential friends in both Britain and the US. While she may lack experience of office, she was born to the operation of democracy and has been steeped in the struggle for power since adolescence.

When I asked her recently, during a break from negotiations



on forming a new government, how she could avoid disappointing her millions of supporters, she smiled and thought for a moment.

"One needs patience," she told me. "One needs perseverance. Although one would wish to do things in a hurry, one needs to take a deep breath and let things happen stage by stage." She paused.

Problem

"I am aware of the gravity of the situation. I know of the conspiracies by Zia's men. That is why we seek consensus. That is why we have steered towards the centre of gravity. I can only say that I will give of my best. I don't see why we can't start turning this country round. If we begin to implement our programme, that should change the quality of life for many of our people quite quickly."

Perhaps there is a contradiction there. She will let things happen stage by stage, but she will also improve life 'quite quickly'.

This problem is likely to be solved by separating policy into the one hand and economic action on the other. By reducing tension in the country, lowering the

profile of the Army, and giving encouragement to women and minorities — none of which requires major expenditure — she can make Pakistan a better place in which to live and provide a receptive environment for change.

Discreet withdrawal from the harsh application of Islamic law is also expected. As a 'born again' Muslim shrewdly aware of the need to present herself as a true believer, she will undoubtedly retain the spirit of the Islamic Republic bequeathed to her by Zia. But interpretation of the law is likely gradually to take on a more Western character. Perhaps the finest French restaurant in the country, Le Marquis in Karachi, will even be permitted to serve wine.

Such a programme naturally entails risk. The Islamic lobby is powerful, and the Army High Command contains many fundamentalists for whom pomegranate juice, not brandy, is de rigueur after polo.

The Pakistan People's Party leader — a delicate head-dress framing her beguiling face with its high cheekbones, startling black eyes and full, sensuous lips — is, naturally, aware of what is expected of her. "Asked which

"Men seldom moved between towns and women spent their whole lives in the same place. Now they've left the land to create a whole new social milieu."

China's reformers found the road far rougher when they turned to urban and industrial reforms in 1984.

Their intentions have been to reduce the role of central planning, free factory managers from bureaucratic interference, tie wages and bonuses to performance, allow prices to be determined by market forces and introduce such capitalist concepts as bankruptcy, private housing, stock markets and shareholding.

Progress, however, has been erratic. Factory managers, told they must make profits, pay premium prices for scarce raw materials and sell at artificially low state-fixed prices. Nearly 20 per cent of state-run factories are losing money, and the government will spend 40 billion yuan (\$10.8 billion) this year to keep them going.

Few employers have dared use their supposed new rights to fire poor workers or lay off excess workers because the government will not tolerate a high level of unemployment, now put at 2 per cent.

Inflation

Price reform, regarded as a key to bringing production more in line with demand, has been put on hold because of inflation. Competition for scarce raw materials has given rise to a brand of economic worldism in which some provinces have even set up armed guards on provincial borders to prevent coveted goods from escaping.

While private entrepreneurs have been enriched by the reforms, many on fixed salaries, such as government and hospital workers and educators, have suffered. "Teachers earn less than peddlars," said anthropologist Fei. "Ignorance and illiteracy are increasing because people see they can become rich without an education."

China marks 10th year of reforms with pride, doubts about future

Gross National Product to more than 1 trillion yuan (\$270 billion) in 1987, double what it was five years before.

Rural incomes, bolstered by thriving free markets, tripled in the past decade to 463 yuan (\$125) annually per person. Per capita urban incomes doubled to 916 yuan (\$247) last year.

Forty per cent of industrial output, which has tripled since 1978, is produced by collective and private enterprises. Non-state-owned stores now account for almost two-thirds of retail sales.

Foreign trade last year was \$80 billion, double the 1980 period, and foreign businessmen have invested nearly \$10 billion in joint ventures and wholly owned factories in China.

Visit

Beijing, once open only to like-minded socialists, has become a diplomatic crossroads. In the first 11 months of 1988, 24 presidents and premiers were welcomed at the Great Hall of the People.

India's Rajiv Gandhi in December will be the first prime minister from his country to visit China in 34 years. Next spring Soviet leader Mikhail Gorbachev is expected to follow suit, ending a 30-year rupture in Sino-Soviet relations.

Following the new creed of "to get rich is glorious," Chinese are obsessed with consumerism. In 1987, less than one out of 100 urban families had a colour television. Now one-third do. Washing machine ownership has gone from 6 to 66 per cent in that period.

The 10th anniversary of the reforms, however, has been a troubling one for China. Inflation, fuelled by excessive demand and low productivity, is at a record-high 20 per cent. New building projects, backed by reckless bank lending, have pushed industrial growth to unsustainable levels. There have been four straight disappointing grain harvests, partly the result of farmers' reluctance to grow at low state-set prices.

Corruption and black marketing, the result of shortages of raw materials and some consumer goods, is endemic.

Serious crime, a by-product of China's more open society, was up 34.8 per cent in the first six months of 1988. "Major crimes are increasing," said public security minister Wang Fang in August. "Gambling, prostitution, publication of obscene articles and other ugly social phenomena are difficult to stop."

In September the Communist Party, shocked by bank runs and panic buying, re-imposed controls on the prices of some items and said the next two years will be devoted to restoring economic order.

"The country is facing more difficulties than at any time during the past decade," economist Ma Hong said at a recent seminar on China's 10 years of reforms.

The first five years of reform recorded heady successes, as the rehabilitated family farmer, released from communal shackles, grew more and enjoyed unprecedented prosperity. Thousands of small rural factories, now employing 88 million, were set up, helping relieve the surplus farm labour problem and providing a new source of vibrancy for the economy.

"Before the 80s life was closed" for the 80 per cent of China's 1 billion people who live in rural areas," said Fei Xiaotong, China's leading anthropologist, in an interview.

Ford and Carter advise Bush on how to avoid the mines

tical experience could be of value as you prepare to assume the presidency.

They urged Bush to be flexible and follow President Franklin Roosevelt's advice: "Try one method and, if it fails, try another."

"There is no disgrace in adjusting your course to meet changing realities, but there may be danger in failing to do so," Ford and Carter wrote.

"Facing reality — dealing with the world as it is while working to reshape it as you would like it to be — is the ultimate responsibility of every president. It's what Harry Truman meant when he said, 'The buck stops here.'"

They told Bush to "keep in touch with the great world outside the White House gates" and not let protective aides deny him access to a broad range of ideas. "To keep a perspective on all things, we found it useful to meet as informally as we could with a variety of private sector leaders," they said.

Friend Perhaps most important, they said, "every president needs an old friend who has no axe to grind with the government, who has good judgment about public affairs, who is loyal, a good listener, totally discreet and not on your payroll."

"Now and then, he or she can sit down with you on the Truman balcony, join you in a quiet moment, listen and when others



George Bush do not — tell you the truth."

They told Bush there are two post-election transitions: "One is from government to government; the other is your personal transition from candidate to president-elect. The first takes 10 weeks, the second is up to you."

Winning a presidential election is "as heady as it is historic," but the post-election period is a time "to store away your campaign hats and ways, to change from leader of your party to leader of the nation," they said.

Bush, since defeating Democrat Michael Dukakis Nov 8, has met with governors and with Democratic House Speaker Jim Wright of Texas.

Ford and Carter advised, "the people who can run your campaign will not in all cases be the best people to run your administration."

TODAY IN HISTORY

- 1652 — Dutch defeat English fleet off Dungeness, England.
- 1710 — Turkey declares war on Russia.
- 1782 — Americans and British sign preliminary peace articles in Paris, ending American revolutionary war.
- 1858 — Mexico declares war on France after French occupation of Vera Cruz.
- 1853 — Turkish fleet is destroyed by Russia off Sinope.
- 1918 — Transylvania proclaims union with Romania.
- 1934 — Egypt's constitution is suspended; Moroccan Nationalist Movement is founded.
- 1938 — Members of Romanian Iron Guard are shot as government attempts to destroy fascism.
- 1949 — Chinese communists capture city of Chungking.
- 1962 — U Thant of Burma is elected secretary-general of United Nations.
- 1964 — Soviet Union launches spacecraft toward planet Mars in apparent 325-million-mile race with US Mariner 4.
- 1971 — US President Richard Nixon authorizes Import-Export Bank to extend credit to Romania, ending three-year ban on US government-backed credits to communist-bloc nations.
- 1975 — US President Gerald Ford flies to China to expand new relationship begun in Peking by former President Richard Nixon three years earlier.

هكزامن الاول

AUTOMOBILES & ACCESSORIES

AN ARAB TIMES SUPPLEMENT

A race for better technology

The automobile is now moving into its second century. Oil crises, legislation, inflation, social and political changes, have all had their impact. Yet the motor car does not merely survive, it thrives.

The motor industry, in all its forms, is a prime mover: it generates vast employment both primarily and in its crucial satellite production centres — body forms, components, replacement parts, designs...

No other form of transport can offer the same freedom to travel as the motor car.

By Jeffrey Daniels

MOTORING technology is almost as much subject to the whims of fashion as the shape of a motor car or the colour it is painted.

Consumer demand for technology comes in waves, according to the motoring climate of the day. A few years ago, everyone wanted cars that would do 60 mph. Then there came a clamour, or so it seemed, for cars which would exceed 150 mph (on the test track and in the advertisement copy, if not on the highways).

Now there is a clear demand in many parts of the world for cars which, if the consumer had his way, would produce cleaner air from their exhausts than is taken into the engine in the first place.

The astute car designer tries as far as possible to anticipate such trends. It is not always easy. Nobody can foretell the eruption of the next great energy crisis. In many cases, however, the signs are there. It was not too difficult, in 1984, to detect the growth of "green" sentiment, emotionally if not politically, which has led to some motorists paying more for a car with a catalytic converter than for the older car into which it is often poured.

Argument

The argument still rages around the technical conference centres of Europe as to whether it is better to scrub the exhaust gases clean with catalytic converters, or to exercise supreme ingenuity in the design of naturally clean engines. The debate is European: the Americans and the Japanese (and the Germans, the Swiss and the Swedes) have already decided. Catalysts it must be.

The argument that a "three-way" catalytic converter may

add £500 or so to the price of an average car appears to be cutting less ice than some people feared. Motoring history is full of examples of features which would never catch on because they added too much to the cost of a car: pneumatic tyres, four-wheel brakes, front-wheel drive, automatic transmission.

Car buyers will spend extra for the technology which gives them what they want, and today they want to feel they are doing their bit for the environment.

The argument can be extended. What is the next area of technology to which consumer interest will turn? There are three possibilities lined up in the starting stalls for the 1990s. One is a sudden blossoming of the long delayed electronic revolution. Another is the advent — of the rustproof plastic car. The third is an interconnected series of mechanical developments which could make cars altogether easier, as well as more efficient to drive.

Electronics earned themselves a bad name a few years ago. Car product planners wrongly decided to put electronics where it was most evident to the consumer: fairground display dashboards, backseat-driver voices issuing warnings. Consumer reaction was adverse. Product planners are not always right. Today's cars still use electronics systems but they are devoted instead to improving efficiency and safety.

There was a time when the specification-writers of the technical magazines used to distinguish carefully between electronic fuel injection and the simpler mechanical kind.

Such a distinction is no longer necessary. Virtually all fuel injection — and ignition — is electronic. Automatic transmissions are rapidly moving in the same direction. For the car consumer, the bonus is improved efficiency, at a price.

Yet, as that self-same freedom becomes even more valued, so manufacturers have to make even greater efforts to respond to the constantly changing demands of a community ever more aware of purchase prices, economy of running, lower maintenance costs, the need to preserve the environment, all in the shadow of dwindling traditional fuel resources.

This article looks at some of the developments we can look forward to in the next decade.

Efficiency is measured, especially by the "executive" car buyer who stumps up the profit margins the industry so earnestly desires, as improved performance for no penalty in fuel consumption.

There is a large body of evidence that in recent years, actual overall fuel consumption has stagnated while performance has improved dramatically.

Electronics

It is electronics which has made modern anti-lock braking systems (other than the cost-conscious systems engineered specifically for small front-drive cars) possible. Anti-lock looked like becoming yet another item on that long list of things people would not buy because it was too expensive; people want it, and they will buy it, as long as the cost is not totally excessive.

Once you have widespread electronic anti-lock brakes, the engineers point out, you also have most of what you need to create a system that limits wheelspin when you are trying to accelerate on slippery surfaces, and gives you the least drama. Traction control, which in engineering terms is anti-lock braking in reverse, may yet prick the current bubble of fashion for four-wheel drive road cars.

Next in line of electronic succession comes "active ride", pioneered by Lotus. In active ride, the suspension is electronically controlled to counter the bumps of the road surface, rather than doing its passive best to absorb them in conventional springs and dampers. It is a fair assumption that within a decade, any "executive" car worth its salt will need active ride to stay competitive. Its irresistible attraction, for up-market cars, is that apart from providing a much more comfortable ride, it provides a bonus of improved cornering

ability — up to 20 per cent better, according to Lotus.

Electronic improvements are the short-priced favourite in the technology race. Plastic cars are the rank outsider, but like all outsiders it could make some brave punter a lot of money. Actually no responsible person in the industry talks about plastic cars these days: the buzzword is "composite" because any successful product is going to use some form of plastic reinforced with some kind of fibre.

Composites have been around, prophets without honour, for many years. Several successful cars have been built of epoxy resin reinforced with glass-fibre mat, the construction popularly if erroneously referred to as "fibreglass" to the eternal distress of the Pilkington subsidiary of that name.

Promise

However, the breakthrough will come when composites are used for large parts of mass-produced cars rather than small-scale specialist models. Up to now the plastics industry has complained that the car men have retreated behind one barrier after another rather than forsake their beloved sheet metal for surface finish problems of painting, insulation, stiffness for large horizontal panels like bonnets and boot lids, and most recently the impossibility of recycling the material. The car men, for their part, have accused the plastics people of failing to deliver the real goods.

Now it seems we may be on the verge of a breakthrough since the plastics researchers have moved to thermoplastic (recyclable) rather than thermosetting compounds and are beginning to offer a wider range of tailor-made reinforcements. Quietly, the major car manufacturers are carrying out trials of body parts in these new materials.

using the left and right mirror, along with the middle mirror fixed in your vehicle. Don't allow your child to stick his neck out of the window. It can be dangerous.

9. Use the right signal on the right turn, and left signal for the left turn, much in advance and not on just when you approach the turning. Remember that the signal is to caution other motorists about your intentions to take a turn.

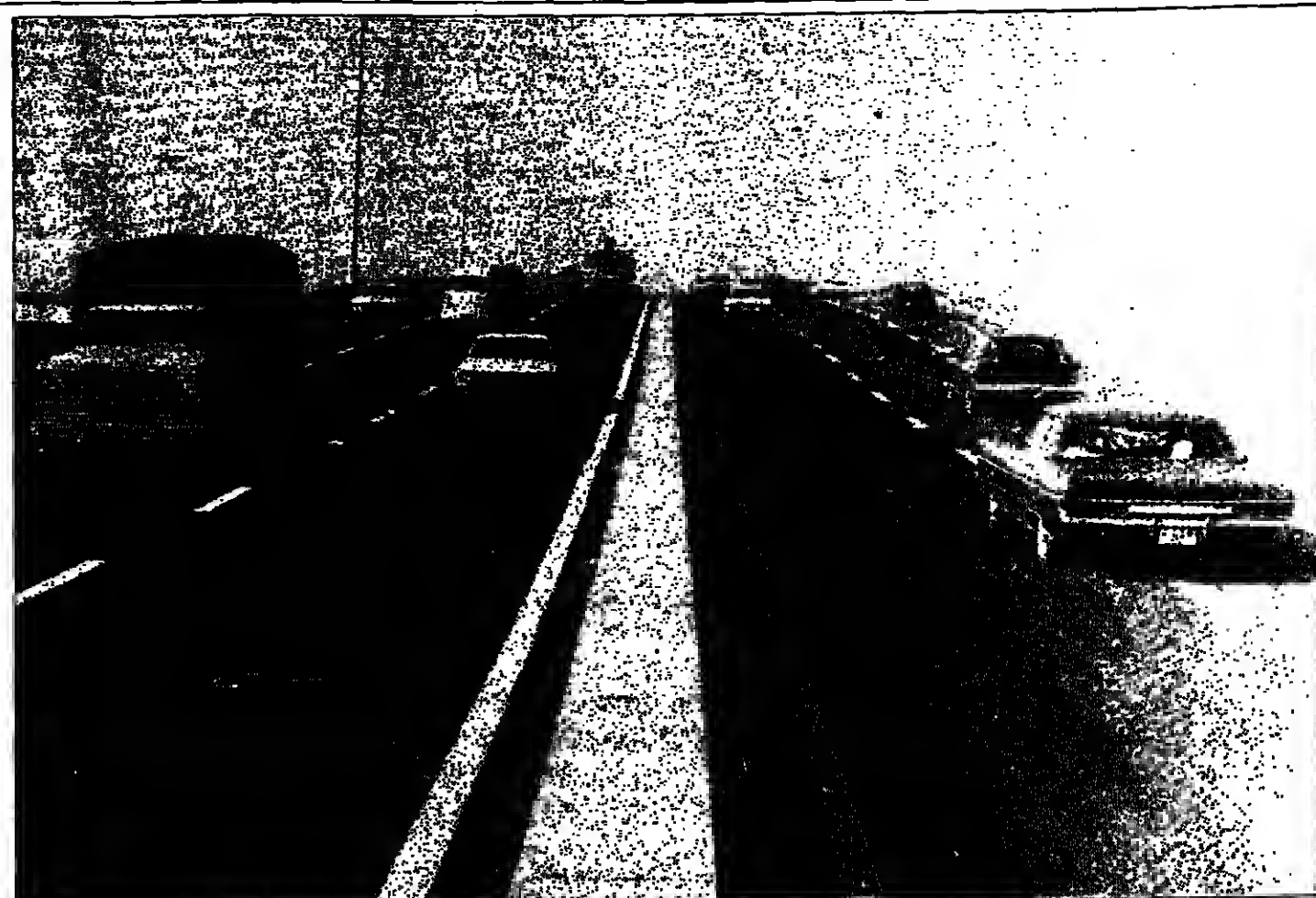
10. Driving at night: Don't just use the parking lights (Remember the parking lights are meant to be put on for temporary parking for few minutes), rather use the regular lights so that other people either driving, walking or crossing the road know that a vehicle is approaching near them. If you don't know the correct use of lighting system, consult the traffic department who will advise you. Night Driving is very difficult especially on single roads, where two-way traffic is involved. One must know the correct use of Head lights.

11. Learn thoroughly all the controls on the Dashboard of the car that you are driving.

12. U-Turn: Always have plenty of patience on a U-turn. Most of the accidents can be avoided if the driver has patience.

13. Don't EAT or Comb your hair while driving, however, expert you might be.

14. Mechanic: It is better to seek help from a wise and trained mechanic, in case you want to fix your vehicle. An inexperienced mechanic may charge less but cause more problems to your car/motor/vehicle.



The joys of motoring on Kuwait's highways and byways.

Finally, there is the promise that a number of seemingly diverse mechanical developments might come together to change the way cars feel — to make them easier but also more rewarding to drive.

The diesel engine, darling of the economy specialists five years ago, has suffered an eclipse of popularity but engine designers in general are exercising more ingenuity in providing a smooth urge for overtaking, where it is most needed in today's driving conditions.

With the aid of a multitude of features increasingly including, four valves per cylinder, they are also providing this urge

from ever smaller and lighter power units.

Within the next decade we may well see a revolution in transmission design. Any engineer will tell you that one way to obtain acceptable car performance with many more speeds, and some way of changing between them smoothly and quickly.

The first modern, steel-belted continuously variable transmissions are now in production, and behind the scoffing, most major manufacturers are beavering away developing rival systems, with or without discrete gear ratios.

Last year saw the launch —

almost inevitably, by two rival Japanese companies — of cars with four-wheel steering. This is yet another of those ideas which feels so natural, and affords such advantages in practice that it is likely to join our list of features which succeeded in spite of the protests of the cheap-and-simple school.

It could combine with the probable developments in engine and transmission technology to make the car of the 1990s a more agile and safe vehicle.

Those are the most likely technical fashions of the next few years. The proviso has always to be made that events

could overtake them. The next energy crisis might be just around the corner. Somebody may astonish us all with (say) a completely new type of sparking plug — the present one has been recognisably with us for half a century — or a completely new tyre concept to succeed the radial-ply sons of the 1950s revolution.

If you believe in continuity and the logic of progression, however — and if you are a senior motor industry product planner — you are more likely to be looking at the existing evidence than waiting for the breakthrough which may not come.

By Dr B.S. Gupta

Tips for safe driving and long living!

1. Do a weekly check of engine oil level, cooling system, tyre inflation pressure. Listen carefully to any abnormal sound coming from the engine while running and on applying brakes. Remember the rule: A stick in time saves nine.
2. Plan your destination and driving route before you start.
3. If you are not a fast driver, don't force yourself to be in the left lane, by doing so you are blocking the traffic behind you. Try to be in the middle lane, or, choose the lane according to the speed that you can control the vehicle.

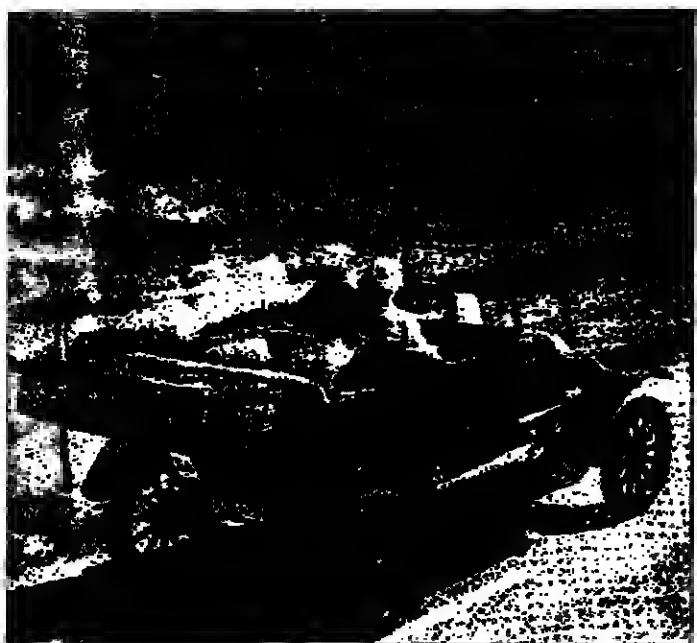
4. Speed limit zones: Most of the Drivers interpret speed limit zones wrongly. The correct interpretation is the following: Suppose the speed limit zone say (100 km.) it applies to the fastest moving traffic in the left lane. However, some drivers think that if there are three lanes, all vehicles should be moving parallel at 100 km/hr in all the three lanes, which is a wrong interpretation. As a rule of thumb, the left lane would be 100 km/hr, middle lane 80 km/hr, and right lane (slowest) would be 60 km/hr.
5. Do not change lanes unnecessarily. It is a bad driving habit. Many immature drivers like to show-off their skill by overtaking other vehicles, in order to prove that their make is superior. Don't compare your vehicle to another vehicle on the road. Avoid zigzagging for fun.
6. Start 5 minutes earlier: If

you know that it will take you half an hour to reach a certain place, then allow 5 minutes for traffic lights, road detours, licensee checking by Police authorities, a flat tyre, stopping at the Gas Station for petrol, or a cold drink etc. Never mind if you are 5 minutes earlier than the scheduled time. If you get up late by any chance, go to the office late rather than rushing on the road.

7. Telephone: If you have a telephone in your car and it rings for you, pull your car cautiously in the slowest lane by giving proper signals and if possible pull it

further on the no-traffic edge off the road, stop and then pick the receiver complete your telephonic conversation and then start again.

8. Driving with your family: When there are children in the car, avoid fast driving. When you suddenly apply brakes, the children may not be able to take the jerk. Make sure that all doors are properly closed and locked well. Children often sing and dance on the rear seat, which obstructs the view in the mirror and you don't see any traffic following you. Be accustomed to



A Model T Ford chugs along a deserted country road.

Mitsubishi's new Lancer is a lot more than just a good looking car.



It used to be that family cars looked like family cars. Not any more. Lancer's distinctive flowing lines are designed to look good and perform even better. The aerodynamic

precision-engineered wedge shape ensures a smooth, fuel-efficient ride. A 1.5 liter powerplant brings top-flight performance to the Lancer's computer-aided design. MacPherson front struts and a 3-link torsion axle

rear suspension deliver safety, stability and family comfort. The new Mitsubishi Lancer. Designed for the driver with a family.



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The Al Mulla Group - Your Partners in Progress.

A variety of cars for the discerning customer

Outstanding success for Ford cars in Kuwait

THE Arabian Motors Group, sole agent for Ford vehicles in Kuwait, have said the Ford Motor Co. stresses and accords priority to safety in the production of its models.

Speaking at a press conference to introduce the 1989 models of Ford, Mercury and Lincoln, Mohammad Doleh, marketing co-ordinator, said that the group aims to support its cars with the best service, before, during and after sales.

The AMG slogan is 'Partners in Excellence' linking Ford and AMG quality.

Ford cars have been voted the best built American cars for 8 years running since 1981. Taurus was the 1986 Car of the Year in USA and Thunderbird the 1987 Car of the Year. Mr Ataa Abu Hilal, deputy manager, sales and marketing, said that the success of the Arabian Motors Group in Kuwait is a reflection of the company's success in America.

Outstanding after-sales services provided to its customers and the variety of models offered make Ford vehicles a practical and popular customer choice, Ataa said.

The group markets sports cars like the Mustang, the popular Thunderbird, and the Cougar which combine characteristics of beauty and speed.

The range of family cars include Crown Victoria, Grand Marquis and smaller family cars popular with housewives, such as the Ford Taurus and Mercury Sable.

For the discerning customer, there are also the Lincoln Town Car and the Lincoln Mark VII. A new Lincoln model, the all new Continental, will soon be introduced in this luxury car category.

Ford light trucks and pickups, of which there are several types such as the F150, F250 and F350, have been very successful. The Ford pick-up recorded the highest sales in pickups in America over the past 11 years, Hilal said.

He added that Arabian Motors Group has now established two showrooms for the



Ford cars of the Arabian Motors Group on display in Kuwait

sale of new cars. The four showrooms specialise in selling Mercury and Lincoln models and the Al Rai showroom for all Ford models including light pickups. The company will be opening showrooms in other areas of Kuwait to expand its services for the convenience of customers.

Mohinder Singh, the service manager, said that the company began with one garage at Al Rai, but soon another garage was established in Shuwaikh to meet the increasing demand resulting from high sales.

Both garages are equipped with modern equipment supported by a specialised team of technicians from Ford. The group has added in-house training facilities whereby newly appointed technical staff undergo training.

Dedication

Singh added that Ford has established a training centre in Dubai to train technical staff for the Gulf area. Technicians are introduced to the most modern technical systems applied to all Ford cars. This is a reflection of Ford's dedica-

tion in providing its customers with a high standard of technical after-sales service.

The group's technical manager, Mr Ken Best said that Ford vehicles sent to Kuwait have been specially manufactured after extensive studies to withstand Kuwait's hot weather.

Ford cars are provided with effective air-conditioning and all Fords are equipped with multi-port electronic fuel injection to improve engine performance and provide optimum fuel consumption.

Fords are available with automatic and regular transmissions, bumpers designed to absorb collision shocks of up to 5 miles per hour without damage to the car and full chassis for real strength.

John Elrick, the spare parts manager of the group, said that Arabian Motors Group provides customers with original, genuine Ford spare parts. He warned Ford owners against using non-genuine spare parts as these have been known to cause damage and lead to more costly repairs in the long run.



Ataa Abu Hilal, deputy manager, sales and marketing



Ken Best, technical manager



Mohinder Singh, service manager



Mohammad Doleh, marketing co-ordinator

Tips for preventive motor maintenance

To preserve the life of your car, and get your money's worth, keep this handy checklist.

Engine oil and filter

Change oil according to car manufacturer's recommended mileage; replace oil-filter element at every second oil change. Filters cannot be cleaned. Carburator/Air Filter

Clean/replace air filter every 5,000-10,000 km intervals; spray solvent to clean carburator linkages, choke shaft, fast idle cam and pivoting points every 10,000 kms or six month intervals. This is necessary to prevent damage caused by dust.

Brakes

Inspect brakes once in

Battery

Inspect battery at least once in three months. Check gravity of electrolyte; ensure battery posts and connectors are clean of corrosion.

Engine cooling system

Check coolant level in a non-sealed cooling system once a week.

For a sealed system, follow instructions in car manual. Inspect radiator twice a year to clear it of leaves, dead flies and paper to enable free flow of air.

The efficiency of the cooling system depends on the fan belt. Make sure the



10,000 kms to ensure pads and lining are not worn down to rivets; prevents expensive job of replacement of brake discs and drums. Clean dirt and dust accumulated during normal driving.

Lights

Ensure all lights are in good working order; it is an offence to drive cars without all lights.

Windscreens wipers-washers

Driving with bad windscreens wipers is hazardous. Bad visibility is a major cause of accidents. Change wiper blades when necessary.

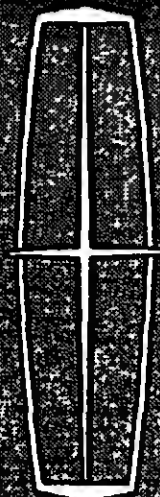
fan belt is not loose or damaged. Overheating could be dangerous.

Tyres

Check air pressure in the tyres at least once a week. Always check when tyres are cool. Check wheel alignment, steering fault, bad brakes, weak suspension and shock absorbers.

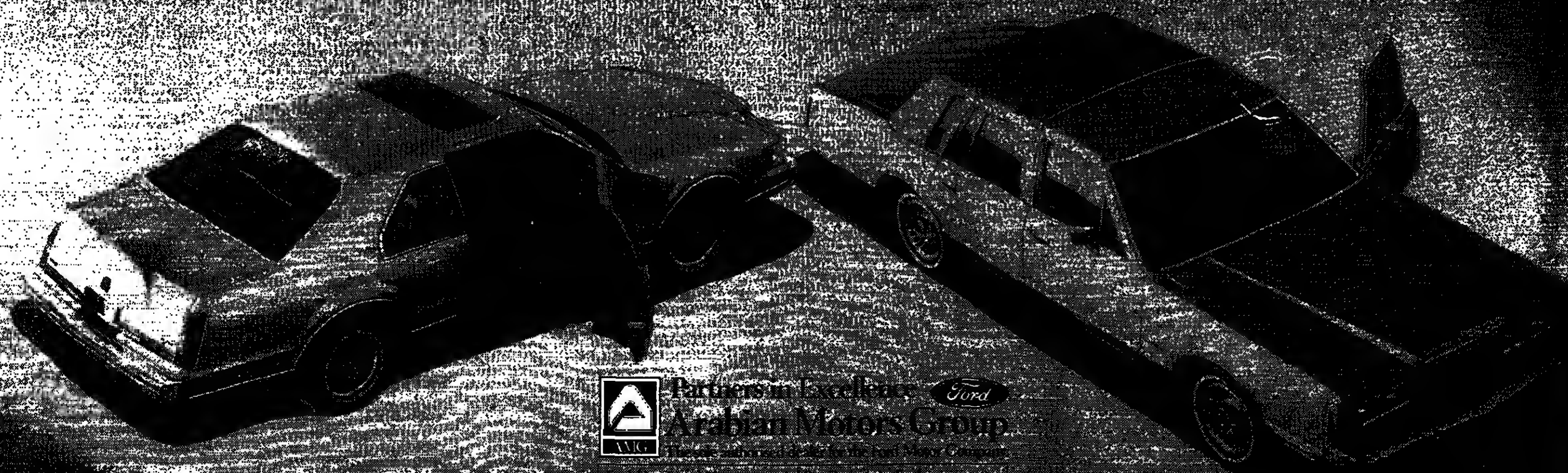
A lack of wheel and tyre balance and condition of the limb bearings can affect the road worthiness and life of the tyres.

Prepared by Salyia Wickramasinghe



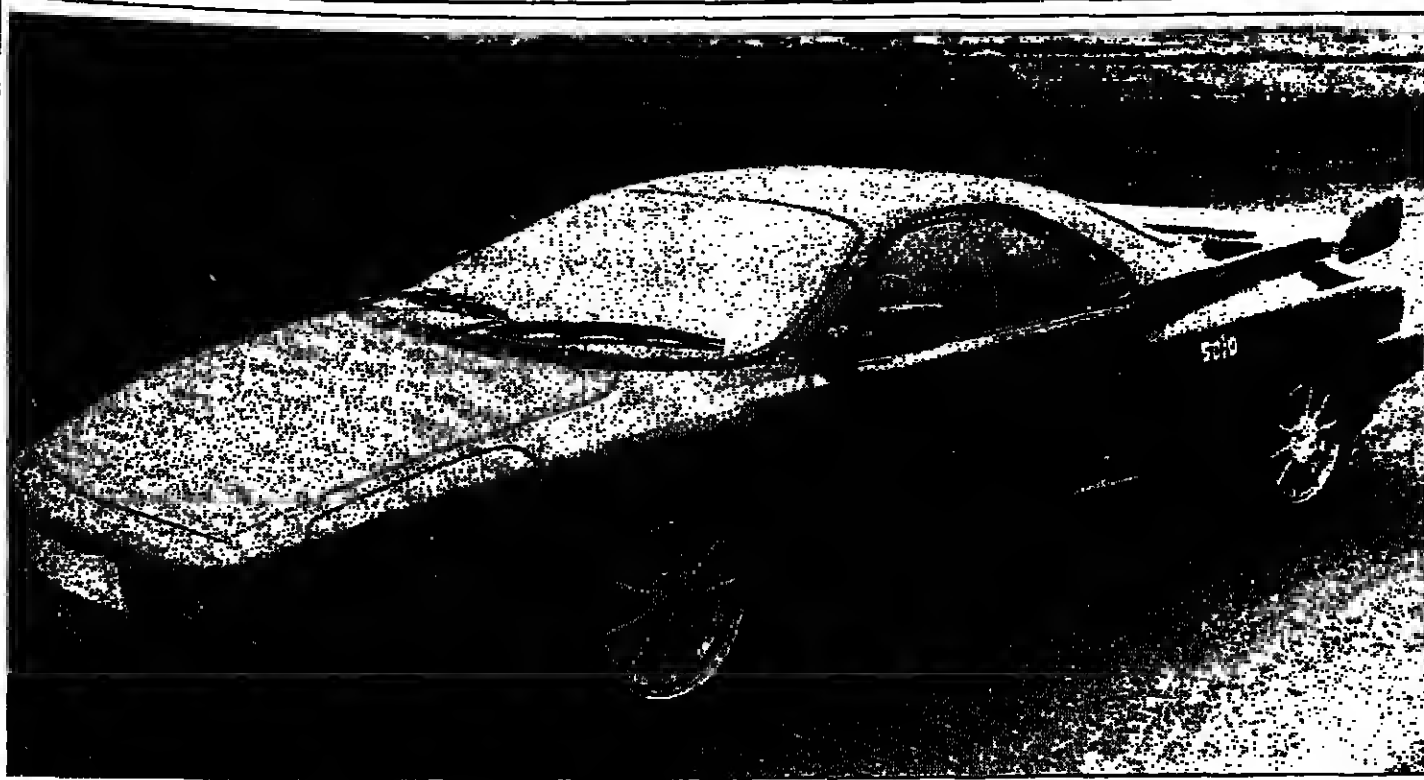
LINCOLN

What a luxury car should be.



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Arabian Motors Group





The new Panther Solo 2, which has a top speed of 150 mph.

£28,000 — and not even an ashtray!

By Robert Hall

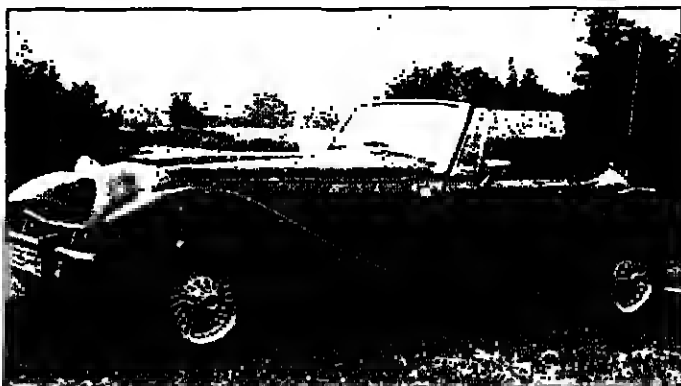
IT looks like a low-flying missile ... and its set to cause one of the world's biggest motoring explosions.

For the road-hugging Solo-2, which has power to match its dynamic appearance is set to put supercar rivals Porsche and Ferrari in a real spin.

Made by Panther, the company who also make the old-fashioned looking Kallista, the Solo will reach a top speed of 150mph, yet it costs just £28,000. And even though that is cheap by supercar standards it doesn't even have an ashtray! But the Solo does combine the very latest race car technology with almost every other luxury.

There is an ingenious headlight concealing system with special pods that revolve through 170° and the rear wing is identical to the current Formula One March. Lightweight kevlar has been used and all body panels have been specially moulded to reduce drag.

Is it a Porsche, or is it a Ferrari? No, it's an all-new cut-price supercar. Yet the 150 mph Panther Solo 2 doesn't even have an ashtray!



Panther's traditional Kallista. As long as demand continues the car will continue to be made alongside the all-new Solo.

Now the mid-engined Solo is being hailed as one of the most important new British sports cars since the Jaguar E-type — the first purpose-built luxury sports car that the man in the street could afford.

In the early 1960s the E-type could be bought for just over £2,000 and it showed rivals Mercedes and Porsche a clean set of heels not only on the road, but also in price. And that's exactly what Pan-

ther's owner Korea-born Young Kim has aimed to do with the Solo.

At £28,000 the new Solo easily undercuts the £40,000 asked for by rival supercar manufacturers — and with a limited production of just 100 cars to be built in 1988 they will certainly be exclusive.

It is powered by a turbo-charged Ford Cosworth engine and can accelerate to 60mph in just 5.7 seconds. The Solo has been on the drawing board for the past five years. In the beginning it was to be a slower, less expensive version of what has finally been put on the road.

But Young Kim explains: "Though the Solo 1 had a tremendous reception, we felt that Panther's real future lay in a more advanced car."

"We have designed the Solo-2 as a very high quality, high performance and Porsche competitor."

And the reason for only offering an ash-tray and cigarette lighter as an optional extra ... Though he smokes himself, Young Kim does not believe in encouraging others!

By S. Brennenstuhl

WANT to avoid jump starting your car? The right choice of battery brand and proper maintenance will save you this problem and ... some money.

Most of us, car owners, are lost among the variety of battery brands available on the market. What should we buy and where? The cheapest or the best, in small shops or reliable agencies? The answer is not as difficult as one might expect.

But first, let us take a look at a modern car battery. It appears that however much improved, its basic design has not been changed for years. Although battery manufacturers in their research laboratories try to find new systems for energy storage, we have still the same old lead-acid (L-A) battery to start our cars, with all its drawbacks and limitations.

Future

However, there exist plans among car manufacturers to produce battery-for-life, as an integrated part of a future car. The new type of Nickel-Cadmium batteries with fibre-structured electrodes (FNC) could fulfil this role, with its 40 years expected lifetime, and other surprisingly great advantages.

This new system was invented recently (1972-1982) by DAUG-Reaserch Laboratory, a joint subsidiary of Daimler-Benz and Volkswagen, and is produced by Hoppecke (W. German manufacturer of the highest quality batteries) in a joint-venture company, called DA-HO (DAUG-HOPPECKE). Unfortunately, the application of this idea in the car industry is still a dream of the future, albeit, more for commercial than technical reasons.

Therefore, if you cannot get what you like, you have to like what you get, i.e. L-A batteries.

Notably, Ni-Cd batteries are being used widely as Emergency Power Supply Systems, in applications where constant (uninterrupted) supply of power is needed: in hospitals, airports, banks, power stations, for computers, telecommunications and many others.

Now, back to the L-A battery. Its performance and lifetime depend mainly on the following factors:

— quality

Lost in the battery jungle? Here are a few pointers...

— proper "putting into operation"

— careful maintenance

— external factors like weather conditions, state of car electrical system, etc.

— misuse

Quality is cheapest

This well known saying works in this business as well as in every other. But seems not to be taken into consideration by most customers. A quality battery costs 60-100 per cent more than the cheapest one. But its life-time is longer by 5-10 times, not mentioning long guarantees and much better performance (higher so-called cranking current). So, although we pay more initially, in the long run, we save on money and the headache of frequent changes and problems with starting.

The best on the market seem to be certain W. German makes. Obviously not all of them. Results of the last year test for determining the best battery on the German market conducted by TÜV-Rheinland in Köln (the most reliable W.G. technical professionals) in their laboratory, on behalf of Auto-Zeitung magazine (3/87) were surprising. Batteries of only four manufacturers passed that severe test prepared according to DIN standards. Winner of the contest was HOPPECKE.

The second was Varta — both with the appraisal "highly recommended". Third place went to Bosch and Sonnenschein with the same score. The other competitors were ... "not recommended".

Location of the manufacturer's workshops affects quality of products. An unfortunate practice exists in Kuwait of not indicating the origin of some batteries. Being convinced of buying a European product we actually purchase an Asian one (e.g. from Singapore). The only factor revealing this fact is considerably lower price.

Putting into operation

This funny sounding technical term means a lot to battery performance and life-time.

It is extremely important that some basic rules are observed while initially filling-in electrolyte and charging a battery. Unfortunately, they are not commonly followed locally, and then customers wonder why their batteries have such a short life-time.

Maintenance

"Car drivers have a reason to be confused. For years manufacturers of car batteries have been praising their products for being 'maintenance-free', but on a closer look it becomes obvious that nothing has ever been improved in this matter. Most batteries declared as 'maintenance-free' still have water refill plugs. The stickers on the containers of a number of car batteries obviously presuppose maintenance work as necessary: 'To be filled with distilled water only' — is the note which contradicts the advertising promises of producers. Why should one then refill water if batteries are supposed to be maintenance-free?"

"The whole story is misleading. A loss of liquid (only water evaporates) in a modern L-A car battery cannot be completely avoided. That's why, looking from customer's point of view, electric storage batteries should not be declared as 'maintenance-free', but at best as 'low maintenance'." — Auto Zeitung 3/87.

Misunderstanding comes from a nomenclature used in European DIN Standards which defines "maintenance-free" battery as one, which does not lose more water than 6g per 1 Ah in a life-time, under the specially defined conditions — DIN 43539 part 2. Also that the battery possesses a big enough reservoir to cover this loss (between max. and min. mark on a coolant). Of course the lifetime of completely closed battery is short compared to the normal, opened one.

For consideration of the above, a battery called DUPLEX, showing water losses of less than 3g per 1 Ah (50

per cent better than those defined in DIN), was designed and produced by Hoppecke, with a guarantee in Europe covering 5 years.

External factors

One of the most frequent causes leading to battery discharge and damage is improper work of a car alternator and voltage regulator. Charging voltage should be of 14.1 +/- 0.3 volt, measured under specified conditions, which should be known to every car electrician (?). It happens very often indeed that charging voltage does not meet the specifications, resulting in a poor performance of even brand new battery.

An electrical leakage is also a common cause of draining the power out of a battery. It is not at all necessary to find a component of a car responsible for this drainage. That is exactly why only very good electricians should be recommended to deal with it.

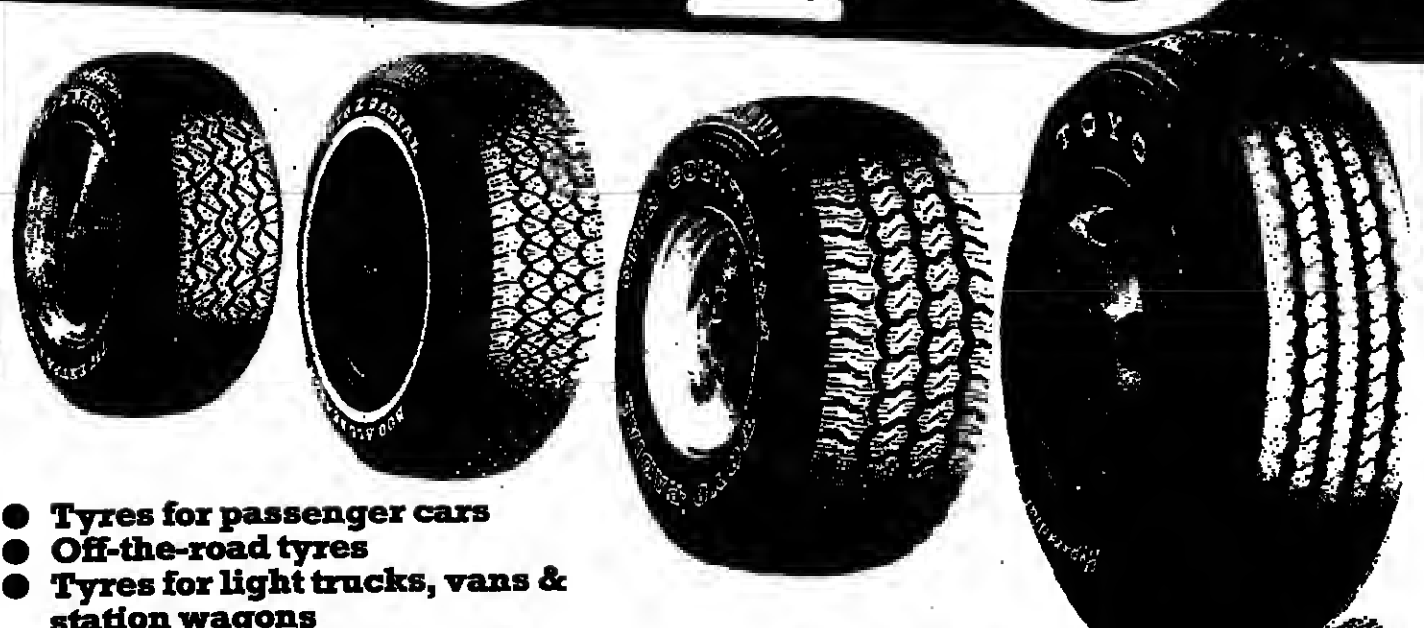
But even with a car electrical system without any failures, charging might be not sufficient, as A.C. is used for most of the year and it drops charging voltage drastically. So a battery might need additional charging approximately once a year. If you are too lazy (read busy) to bother (and who is not?), there are handy solar devices to be plugged in a car lighter socket providing charging of the battery with a very small current, enough to compensate for battery self-discharge. A similarly based system has been successfully introduced in fire-fighting brigade cars in co-operation with KISR's power department.

To make battery life easier (and longer), during starting an engine, all electricity consuming devices like A.C., radio, lights, telephone, etc., should be switched off.

All this information is nothing but a fraction of what there is to know about car batteries. We hope, however, it is more than enough to protect you against an unpleasant surprise from this side of car mechanics.

As to the other sides of car owner's life, well, it is brutal and full of traps. And after all, there are only two happy days in his/her life. The first, when your new and beautiful car is just bought, and the second one when you get rid of last of that junk.

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MERCEDES-BENZ

مركز للاثم

Japan leads the way

Innovation and invention is the name of the game

By Kevin Blick

LIKE that celebrated pools winner in the UK who said she was going to "spend, spend, spend," the motor industry at the moment seems similarly driven by an urge that some should say is equally self-destructive to "invent, invent, invent."

Innovations and inventions have been coming at us thick and fast.

Perhaps it was Audi who started the technological ball rolling with "vorsprung durch technik," exemplified by the aerodynamic 100 and quattro four-wheel-drive.

But while Audi continues to innovate — the new 80 and 90 are as streamlined as ever; the quattro system has been improved and the Procon-Ten safety system introduced — the real driving force is now Japan.

At a seemingly effortless pace that nevertheless has the rest of the industry gasping for breath, the Japanese manufacturers have produced four-wheel-steering, multi-valve engines, four-wheel-drive, electronic suspension control and more, like rabbits from a conjuror's hat.

Distinct

The process of technological advance has moved in distinct stages. You could trace its roots back as far as the Mini, that pioneer of transverse engine, front-wheel-drive design. Certainly you can look back 25 years to the launch of cars like the first Ford Cortina, the Morris 1100 and the Lotus Elan.

These heralded a new approach by industry, away from the big, bulky Oxforas, Minxes and Victors to lighter, more space-efficient machines.

targeted at market segments increasingly identified by market research.

But it was not until the electronic and computer revolution of the late seventies that these ideas could be worked towards their logical conclusion. Computer aided design and manufacturing brought turmoil to the industry but out of it came a new logic.

That revolution is now all but complete: the cars you see today are a product of that logic, each range sharing design, manufacturing and components to an unprecedented degree.

The giant Peugeot-Citroen group, for instance, has a post-revolutionary range from Citroen AX to Peugeot 405 that is based around a handful of floorplans and power trains.

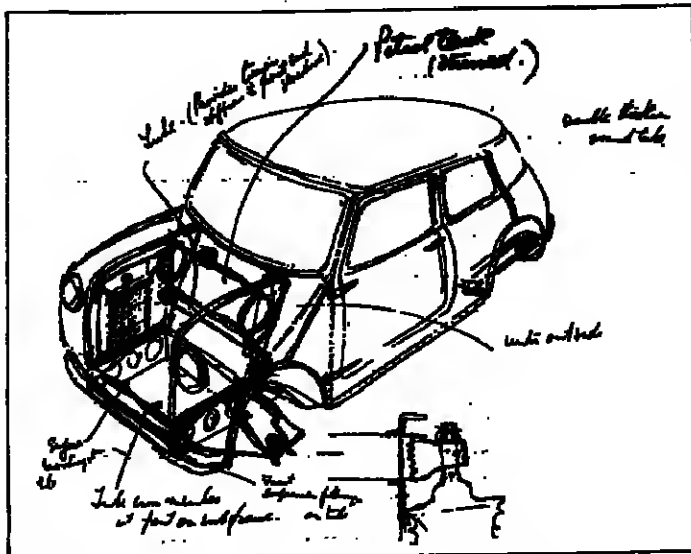
Quest

Such systems provide unrivalled detail design flexibility around a stable, cost-effective core — again something the Japanese manufacturers can still demonstrate with startling virtuosity: the new Toyota Corolla, for instance, features saloon, hatch, estate and liftback derivatives of the same essential structure.

Hand-in-glove with this manufacturing revolution came a design revolution. Computers now calculate stresses in body structures and components, allowing weight to be saved and construction simplified.

With less panels, fewer welds, more sophisticated painting and careful design, corrosion problems have also been greatly reduced, to the point where most manufacturers can now offer long-term anti-rust warranties.

The quest for fuel efficiency



One of the design sketches for the revolutionary Mini.

and performance has also seen aerodynamics rise to prominence. Five years ago, Audi was so proud of its new 100's Cd factor, it engraved Cd=0.30 on the curved glass. Now even the tiny, angular Citroen AX can match it.

The microchip has brought new levels of accuracy and efficiency to those notoriously troublesome variables in engine performance — the fuel and ignition systems. And it is spreading further — into transmissions, suspension and steering.

Following hard on the heels of the computer generated revolution has been the second stage — the microchip era.

Weight saving and manufacturing simplicity have led designers towards alternative materials. You'll find dashboards, bumpers, and sometimes even bonnets and boots in various plastics now.

But following hard on the heels of this first stage in the computer generated revolution has been the second stage — the microchip era.

ing for instance, though this promises to be just the start.

You'll still find carburetors on most popular family models but electronic fuel injection has now crept right down into the family class, too. Only the price premium over the carburetor has restricted its progress but now cars like the Rover 820E show a cost-conscious alternative with single-point rather

than multi-point injection.

Following fuel injection down through the price classes is a newer and even cleverer product of the micro-electronic era — engine management. In systems like the Bosch Motronic, microprocessors regulate injection and ignition against pre-programmed "maps" of settings.

Twenty-five years back, manufacturers were flirting with alternatives to the internal combustion engine like turbines and the Wankel. These days you may find a Wankel in some cars but otherwise the i.c. engine still rules.

It's now a much more sophisticated unit, of course, and with Europe facing up to the sort of exhaust emission regulations that have been in force in other major markets, a whole new phase of development is under way involving "lean burn" combustion, catalytic converters and lead-free fuel.

After flirting with the performance advantages of turbo-charging (still popular but no longer quite so wide in its appeal) the industry is now engaged in perhaps a more serious courtship of multi-valve engines.

Still thought of as sporty (witness cars like the Golf GTI 16V), multi-valve engines may be a successful route towards retaining present power levels whilst achieving future emission requirements. Japanese manufacturers, using their home market experience, clearly believe so — the new Honda Civic and Toyota Corolla ranges are entirely powered by multi-valve units.

The microprocessor holds the promise of a really remarkable revolution in cars and

motoring over the next decade, with on-board navigational systems, car-car radar, satellite fed information systems linked to city information services and other Big Brother ideas.

Brakes

One of the great recent advances, anti-lock brakes are now widely available on executive models — though they still remain an option on too many. Ford fits them as standard to Granadas, of course, and has also pioneered low-cost mechanical anti-locking on its smaller models. Now this Lucas system has been joined by an AP small-car unit, on the Fiat Uno Turbo — again showing the inexorable spread downwards of worthwhile new technology.

Developments like the CVT transmission, anti-lock braking — and its associated developments of anti-wheel-spin devices, and multi-valve engines are the product of the latest, current stage in the industry's technological race.

So, too, is Japan's latest conjuring trick — four-wheel-steering. This is the stage when mastery of modern manufacturing and increased understanding of micro-electronics has given manufacturers the confidence to devise new and more sophisticated mechanical systems — sometimes of dazzling complexity.

The new Honda Prelude, for instance, features a 16-valve electronically managed engine, anti-lock braking and four-wheel-steering. It could all just prove too much, of course, for those buyers who simply want, as they always have, a reliable, comfortable and economical family car.



The Titan is built on a modular system, so the whole body does not have to be replaced if one piece is damaged.

Space age technology for race kart

AN aerodynamic kart from Britain, designed by aerospace engineers uses techniques and materials introduced to guard stellar probes on their journeys to Saturn, Uranus and Mars.

The 'Titan' has been developed using performance expertise gained from working on such projects as the Halley's Comet probe, Tornado aircraft and other modern NATO aircraft. Space-shield materials (such as high-impact-resistant carbon fibre similar to that used on space explorations) have been used.

The race kart has taken two years to develop and incorporates aerofolds and protective honeycomb bulkheads for driver safety similar to those

used in jet fighters. It is built on a modular system, so, although it is a full-bodied kart, the whole body does not have to be replaced if one piece is damaged. The body is 2.13 m long, 1.22 m wide and 58 cm high at the apex of the back wing (75x2 ft).

In testing on British and overseas circuits, the kart reached speeds of more than 240 km/h (150 mile/h) in varying climates. Engines available with the Titan are an air-cooled 210 Villiers which gives a maximum speed of 195 km/h (120 mile/h), a Rotax 125 cm³ engine for a maximum 210 km/h and a Rotax 250 cm³ engine which gives speeds up to 210 km/h (160 mile/h).

The karts are designed with driver safety in mind, and specific engine sizes and individual customer requirements can be catered for.

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A Rolls and its imitator: can you guess which is the real thing?

Rolls-Royce sues over copy-cat car

ROLLS-ROYCE has begun court action against an Australian company it alleges is copying its cars and selling them at a tenth the price of the originals.

Rolls-Royce believes lookalikes produced by Adelaide-based Creative Cars were too similar to the £140,000 Rolls-Royce Silver Spirit. Bruce DeBelle, counsel for Rolls-Royce, told the Federal Court in Adelaide.

The level of copying was such that there was an attempt to pass the car off as genuine.

The lookalike is called Glamour, and is made from Australian Holden vehicles. Body changes include the fitting of a grille similar to that used by Rolls-Royce, the court was told.

Rolls-Royce was concerned that there would be an association between the two cars and that the similarity between them would be used by others to pass off the lookalike car as a prestige vehicle, to the detriment of Rolls-Royce, DeBelle said.

In promotional material, the company said it had aimed its latest car at the rental market. It said the car would also be available for private purchase at a cost of about £14,000.

The Rolls-Royce Silver Spirit sells in Australia for £117,000.

Creative Cars has produced other lookalike cars, including models called the Poraga, Porrera and Ferrino.

What's in a name...

STUTTGART, West Germany (AP): The makers of Mercedes-Benz cars want to adopt the luxury automobiles name as part of the company title, and that has at least one local official furious.

Often overlooked outside West Germany is the fact that the company is called Daimler-Benz, named after two 19th century German automobile pioneers.

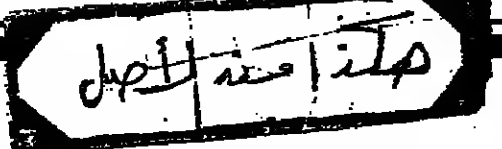
The car is named after Karl Benz and Mercedes Jellinek, the daughter of a close family friend of company founder Gottlieb Daimler.

Now, West Germany's largest

industrial conglomerate wants to adapt the car name for its entire automobile and truck division, while leaving Daimler-Benz for the overall conglomerate title.

But in the tradition-minded Swabian district in and around Stuttgart, the name change announcement already has sparked a loud protest.

Stuttgart county administrator Manfred Bulling sent a letter to Daimler-Benz chairman Edzard Reuter saying that the Daimler family name was rooted in the Stuttgart region, while Mercedes was of questionable origin.



Rolls declared 'nuisance' in Beverly Hills!

BEVERLY HILLS, California, (AP): This opulent Los Angeles suburb can be tough town sometimes, as David Spellerberg found out when a judge declared his \$200,000 Rolls-Royce a public nuisance.

"I just wanted to put glitter and glamour back on the street," Spellerberg said, after Superior Court Judge Edward Kakita issued a preliminary injunction barring him from parking the 1954 Rolls on Rodeo Drive for more than an hour at a time in front of his business.

Spellerberg had infuriated city officials by flaunting parking regulations. Beverly Hills is home to some of the wealthiest and most celebrated members of the American movie community. Rodeo Drive is lined with expensive stores.

According to the order, Spellerberg must move the car at least 500 feet (152 metres) after it is parked an hour in the spot. The order also prohibits him from blocking the sidewalk or using the sidewalk for any commercial advertisements or promotions.

Five attorneys representing the city persuaded Kakita to issue the injunction.

"Rodeo Drive just isn't what it used to be," Spellerberg said after the hearing. "This is the first time a Rolls-Royce has been declared a public nuisance. Only in Beverly Hills would this happen."

Another triumph for Mitsubishi

ANOTHER recent Mitsubishi triumph was the receipt of the 1988 Golden Steering Wheel Award of the 1500GLXi Colt/Lancer.

Das Goldene Lenkrad, West Germany's equivalent to the Car of the Year is an annual award that carries great prestige in the automotive industry. It is bestowed on only the best new domestic and international release of the year in three categories, and in view of the high level of automotive excellence in West Germany, is eagerly sought by auto manufacturers all around the world.

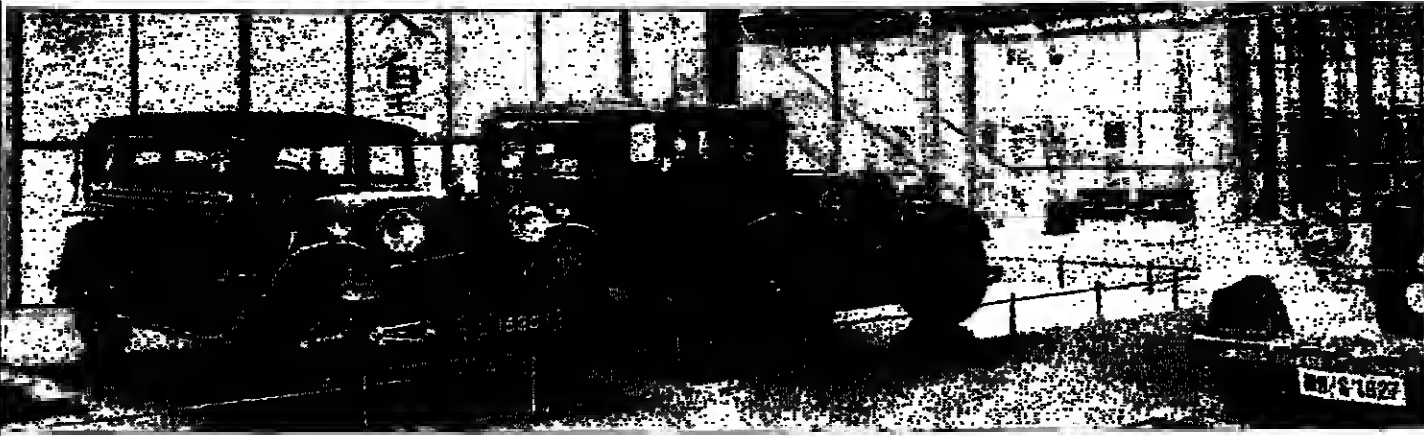
Sponsored by Bild am Sonntag magazine, a publication of Axel Springer, West Germany's largest publisher, the Golden Steering Wheel Award is judged by a panel of 25 judges consisting of top European motoring journalists, renowned drivers, leading scholars of many fields and personalities from all forms of media.

The panel reviews passenger cars released in West Germany by domestic and international makers between October through to September the following year with consideration of the following 9 points: styling, price, interior feel/operability, capacity/trunk, engine power, vehicle handling, comfort, technology and economy.

The Mitsubishi Colt/Lancer took the distinguished award in Class I, that for vehicles up to 1500cc engine capacity, with the nearest competition coming from two European models, the Fiat Tipo and the Renault 19 in second and third place respectively.

In awarding the trophy, the judges highly rated the Colt/Lancer's unique and graceful organic styling, its intimate yet spacious interior feel and ease of operation, the crisp and responsive engine power and the exciting handling.

The award is the second time in four years that Mitsubishi have taken the now thirteen-year-old Goldsteering Wheel Award (1984, Mitsubishi Galant in Class II) and, with the 1987-88 Japanese Car of the Year Award won by the Mitsubishi Galant, reflects the excellence of the new range of automobiles released by Mitsubishi Motors.



Two model 770 emperor's cars on display at the Daimler-Benz museum in Stuttgart-Unterturkheim.

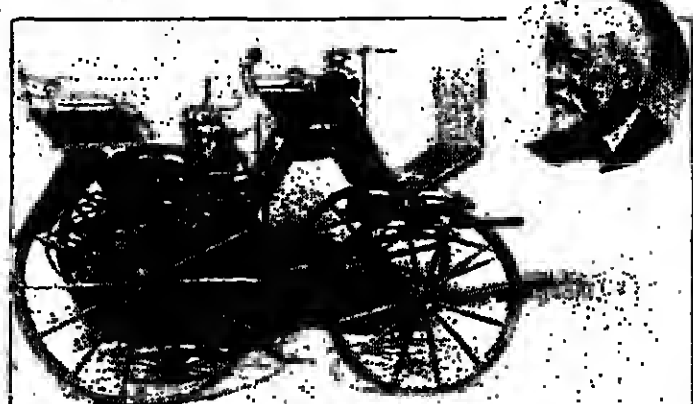
By Fathima Ahmed

How a star was born

THE three-pointed Mercedes Star shines above Stuttgart. Nearly every aspect of life in this quaint German town is influenced in some way by the Daimler-Benz company. The Mercedes Star, perhaps, symbolises it.

Much before Daimler and Benz joined hands, the Star sign was born. Gottlieb Daimler had sent a postcard to his wife on which he drew two guiding stars — a three-pointed star and a four-pointed one — over his home in Deutz and told her that one day the star would rise above his factory.

After Daimler's death in 1900, his two sons found the postcard and decided to use the star symbol. In 1909, they applied for registration. Both were registered. Only the three-pointed star was used. In 1921, it became a radiator emblem, so says the guide to the Daimler-Benz Museum in Unterturkheim.



Daimler motor carriage built in 1886. A carriage moved by invisible forces and not drawn by horses was something unheard of at the time. It was driven by Daimler's (inset) small, light high-speed petrol engine.

heim, Stuttgart, West Germany.

The museum is the largest automobile museum in West Germany, which was reopened in 1986.

As you enter the museum, a little girl's photograph catches the eye. The soft, innocent face surrounded by models of several cars, Benz-models, no doubt. "She is 11-year-old Mercedes, the girl who gave her name to the car." It is said that before the turn of the century, rally drivers considered it chic to use a pseudonym. This served another purpose as well.

If they lost, their identity was also concealed. In the 1899 Nice Touring Competition a man named Emil Jellinek, who later became an Austro-Hungarian consul, drove a 28 hp Daimler car as "Mercedes". Jellinek had used his daughter's name, because the girl had brought him luck. Once again, he was proved right. He won. Promptly Jellinek placed an order for 36 more cars with a pre-condition that he be allowed to market them under the name "Mercedes" in Austria and France. The name caught on and in 1902, it was registered.

Such anecdotes, narrated by the guide, make it all the more interesting to walk through the auto museum where exhibits are arranged chronologically allowing visitors to absorb, in a nutshell, some aspects of the 100-year history of the automobile. "Visual leaps in time, comparisons and cross-references between different motoring eras are produced," says the guide, taking you along one of the 26 "stations" in the museum.

The "Racing History" bridge become vital "time links". A panel behind each exhibit explains several milestones in science and technology upto World War II. For example, the Statue of Liberty in New

York forms a backdrop to Daimler's motor bicycle; Lillie's glider, Bohr's atomic model, the first computer and the first stratospheric balloon are some of the objects which appear at regular intervals during the tour of the museum built on 5,760 square metres of land.

For cars of the 1950s-1960s three dimensional objects replace the two-dimensional displays. For example, next to the 300 SL with gullwing doors, articles of everyday use — razors, radios, cameras, etc — are displayed.

Visitors are also given a "glimpse of history" — oo video, introducing V.I.P. cars. "Imperial Automobiles" of German Emperor Wilhelm II or Japan's Totto, returned to the museum in 1971, are also on show. Racing history comes alive with names like Rudolf Caracciola, Manfred von Brauchitsch, Hermann Lang, Juan Manuel Fangio and others through a collage of surviving racing films upto 1955.

At another point, the multimedia show attunes visitors to the state of transport and traffic at the time when motoring pioneers were developing their first automobiles. The stage is a tractor-trailer with a container whose side walls open every half hour, exposing a screen. The visitor is in the 1886, watching how goods were transported on roads — by ox carts, or horse-drawn carts.

Long after you've visited the museum, the face of the girl who gave her name to the car remains in memory. And the Star symbol reminds you of a dream fulfilled — of a man who made motoring history.

The ultimate car accessory

By Alex Molloy

IT is the ultimate map of the future, a driver's best friend. A new electronic gadget that promises to make frustrating car journeys a thing of the past.

It is called Travelpilot and the makers claim that with its help you will never again be lost in a town that is unfamiliar to you.

Travelpilot is like a small TV screen that fits on to the car's dashboard. It incorporates a compact disc system and micro-computer that displays your route on the screen — and as you approach your destination the scale of the map enlarges so you can even read street names.

By the early 1990's the manufacturer, Bosch of West Germany, hope to have developed a synthesiser to add to the system so a voice will actually tell you which turn to take next.

But there is a catch. While motorists can pay less than £5 for a good road map or street guide, the Travelpilot will cost between £1500 and £2000 when it is launched in Britain next year under Bosch's prestigious Blaupunkt trademark.

Though it sounds complicated, the device is apparently very easy to use. A "menu" guides you through the steps to operate the map. All you have to do is enter the name of the town and street where you are heading, press the start button and away you go.

Travelpilot gives the vehicle's current position from sensors in the wheel rims of the car. The direction of travel is identified by a built-in electronic compass.

The computerised map will include street plans of all towns with over 100,000 inhabitants and all major connecting routes.

Future models could even incorporate information on hotels, restaurants and petrol

For the motorist who has everything, now comes the computerised road map displayed on a screen on the dashboard. But this new Travelpilot will be a little more expensive than a simple road map...



A perplexed couple show how frustrating paper maps can be.

stations. Extra compact discs will be available later for travel in Germany, France, Austria and Switzerland.

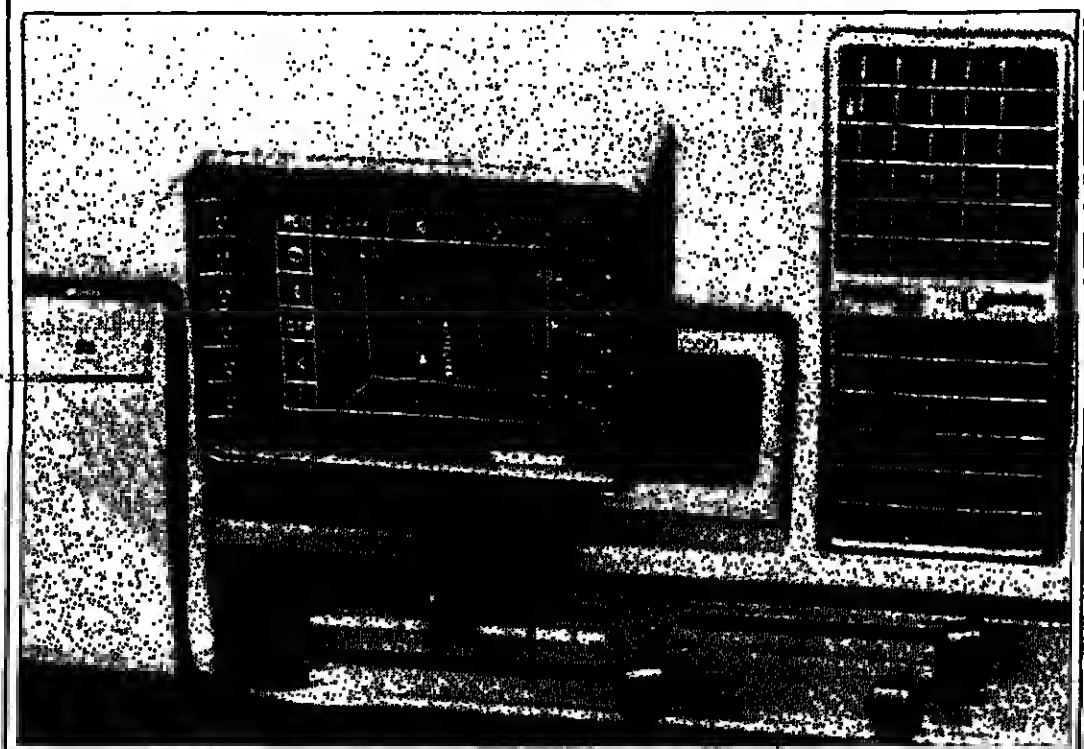
It is not just the average tourist or businessman that will benefit. Travelpilot could also assist ambulances, delivery services and car hire services.

A Bosch spokesman said: "Britain will be the first country where Travelpilot is launched. We think it will be very popular with people who travel a lot on

business and with companies that own fleets of cars, such as car hire companies.

"Of course, at first the price will preclude it from becoming an everyday accessory, but we are confident that, like car phones, in a few years time they will be almost as common."

So if you are forever getting lost, trying to find your way around a strange town, this new device could be just what you need... at a price.



The Travelpilot is like a small TV screen that can fit on the car's dashboard.

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Mitsubishi designers at work: their philosophy is to produce cars that complement the natural element of people's lifestyles

No compromises on quality

A new era in automotive styling

MITSUBISHI MOTORS of Japan have recently introduced three outstanding models in the Kuwait market — the Lancer, Colt and Galant — foremost among these cars is the Galant which was judged the most significant car introduced in Japan during 1987 and as such, took the prestigious 1987-88 Japanese Car of the Year award.

The final selection round of the 1987-88 Japanese Car of the Year contest was held in Tokyo on December 24, 1987. The organising committee for the annual contest consists of 21 of Japan's leading motoring journalists and editors, and the 64-man judging committee is selected from Japan's top automotive professors, foreign and domestic automotive commentators, and TV and radio personalities.

In selecting the single most outstanding domestically manufactured car of the year, the judging committee evaluates all aspects of each car under consideration, including: the development goals, design and styling, performance, quality and pricing.

After a series of stringent checks, including test drives, the new Mitsubishi Galant won out over strong competitors with its assertive, individualistic styling and numerous highly-advanced features.

The new Galant has a strong and organic aerodynamic form which creates immediate appeal. The Galant also fulfills the other demands of quality — excellent build and fit, and thoughtful attention to detail. Using the latest technology, Mitsubishi has put together an award-winning automotive lineup that features powerful engines, advanced drivetrains, fluid aerodynamics and an incredibly responsive steering system. Galant owners can choose from four basic models: the 1800GLS, the 2000GLS, the 2000 Super Saloon and the 2000GTI-16V.

Performance and command

Three powerful Mitsubishi-developed engines are offered for the new Galant. At the top of the line is the exciting 2.0 litre DOHC 16-valve engine with ECI-MULTI fuel injection. Incorporating Mitsubishi's racing technology, Galant's 16-valve DOHC is the world's first production DOHC to use roller rocker arms.

The new Galant's carburetted engines include a 1.8 litre SOHC, and a 2.0 litre SOHC. Both feature solid response, improved top-end power and money-saving fuel economy. A sporty 5-speed manual transmission with light and positive shifting action gives the performance-oriented driver a chance to put the Galant through its paces. For the convenience-minded, there is a computer-controlled ELC 4-speed automatic transmission with driver-selectable power/economy modes.

When it comes to footwork, the Galant has a brand-new act. The new Galant's suspension features proven MacPherson struts in front and Mitsubishi's three-link torsion axle in the rear.

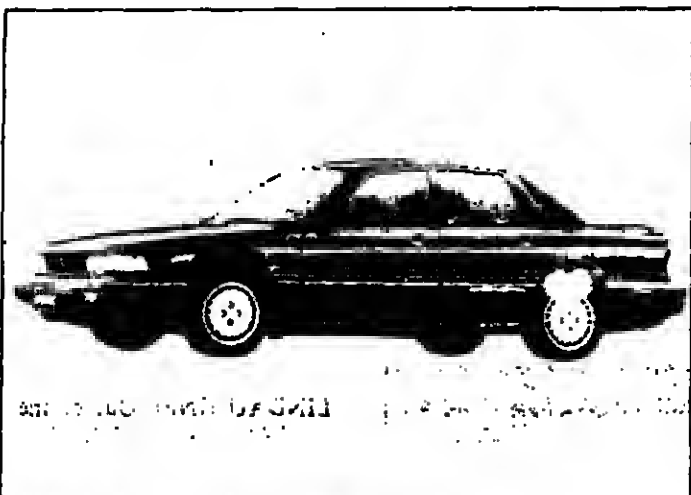
The Galant's suspension system is matched with proven rack-and-pinion steering and features optional engine-speed-related power steering for convenience and easy handling.

Exciting outside

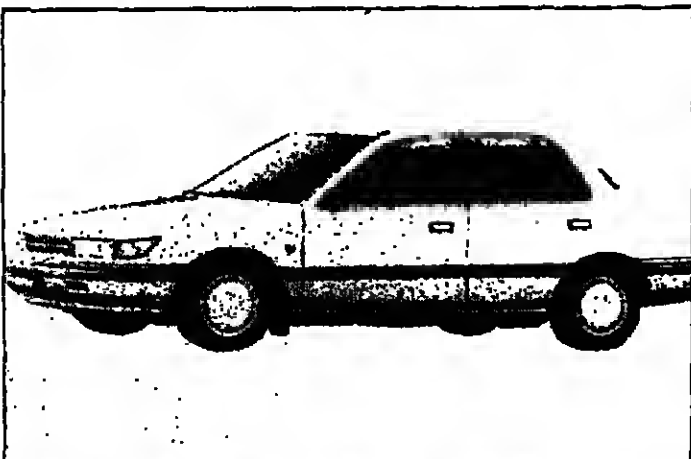
In the era of the look-alike car the new Galant is an instant standout. The bold, exterior suggests both its power and performance.

Galant's distinctive sil-

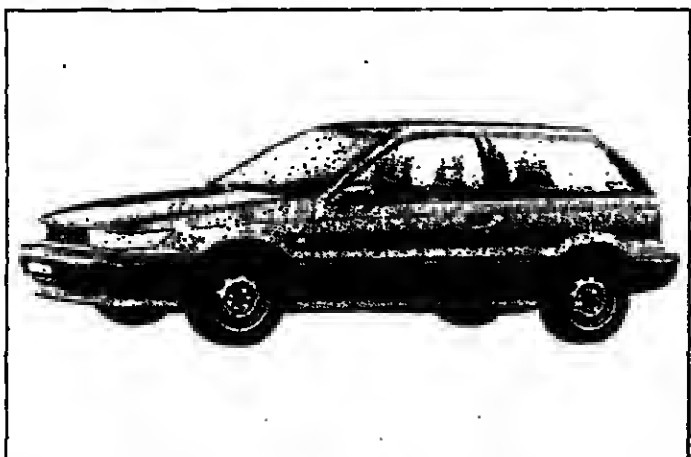
For more than 70 years, Mitsubishi Motors Corporation of Japan has been diligently furthering the art of transport. With their extensive research, development and testing programmes, they have produced over the years an extensive range of vehicles that have come to serve in all segments of society, all around the world.



Japanese car of the year: Mitsubishi Galant 2000 GTI-16V



Golden Steering Wheel Award winner: the Mitsubishi Colt and (above) the Lancer 1500 GLX



houette is composed of a low nose, large cabin and high rear deck which flow together through a series of curved surfaces. Smooth contours integrate the side pillars into the body lines, further enhancing the flowing, natural look.

Exciting inside

The Galant's interior was fashioned using an "easy and natural" theme. Instruments are designed and positioned for maximum function and ease-of-use.

Meters and soft-touch controls make it easy on the driver. The soft, rounded dashboard is as attractive and functional. Attention to detail is evident throughout, particularly in the contoured fingertip switches and ergonomic controls that all fall naturally to hand.

Increased cabin size gives more headroom and improved visibility, and creates a bright relaxing driving environment. Seats offer just the right com-

bination of support and comfort. Both drivers and passengers stay fresh and relaxed on long or short trips thanks to form-fitting contours and superb construction.

Mitsubishi's new Lancer was developed as a stylish sedan combining attractive, distinctive styling with all the functions necessary for a high quality sedan. Younger drivers, and young families in particular will appreciate this combination of powerful and responsive engines, advanced drivetrains, refined suspensions, efficient brakes and sleek aerodynamics.

Interiors are organically designed and feature a thorough attention to detail, and the new Lancer can offer drivers and passengers a maximum of comfort thanks to its class-leading spaciousness.

Inside, outside, and under the hood, the new Mitsubishi Lancer is both technically sophisticated, aesthetically

pleasing, and economically practical. The Lancer model lineup includes 1.5 litre models, the 1500GLX, and the 1500GLX-A/T.

Design

The new Lancer has a smoothly rounded wave-shape design, resulting from an innovative design approach. Its free-flowing lines and softened edges provide an organic feeling.

The basic design was created by combining a modified wedge shape with gracefully flowing lines.

This distinctive styling is as practical as it is handsome.

The new Lancer is the heir to the Mitsubishi racing-inspired technology, and has been race driven to near perfection. This is clearly reflected in the cockpit — here's an area designed by driving professionals. Continuing the organic design theme, the instrument panel is both attractive and highly functional.

For comfort and versatility, the new Lancer has body-contoured front seats with five-step adjustable seat belts and split fold-down rear seats. Convenience trays, compartments and side pockets provide ample storage space.

Lancer drivers are offered a Mitsubishi-engineered powerplant and the 1.5 litre model has a maximum output of 82PS/5500rpm and a maximum torque of 12.2/3500rpm. A two-barrel, down draft carburetor on the 1.5 litre model assures efficient combustion and top fuel economy. Both engines have been designed far to be free breathing, giving Lancer drivers more power and lower fuel consumption.

Lancer's precise, responsive handling and quiet riding comfort are the results of painstaking research, in the lab on the open road. The new Lancer is fitted with superb running gear, responsive steering and advanced suspension geometry, with suspension settings carefully matched to engine type, torque and output.

A refined MacPherson strut front assembly and Mitsubishi-developed light torsion-axle, 3-link rear layout provides a class-leading passenger car ride.

This exceptional combination gives a perfectly balanced level of stability and comfort. Other refinements such as negative offset camber, front and rear, and front disc and rear drum brakes further elevate the Lancer's exceptional level of handling and safety.

The new Mitsubishi Colt, is a practical and sporty hatchback for the '90s. From basic aerodynamic design, to powerful and efficient powerplants in ergonomically designed interior and road-hugging suspension, the Colt gives a measured balance of performance and comfort. The Colt's rare combination of practicality and pleasure makes it a natural for sophisticated young drivers who are looking for an all-round car which is as much fun on the weekend as it is useful during the week.

Riding in a Mitsubishi vehicle is a unique experience. This is due to meticulous attention having been paid to the quality of its parts and systems.

Each model has been crafted with total safety and comfort the driving motivation.

From the solid, integral body assembly and its extensive testing to the advanced drive and suspension mechanisms, a Mitsubishi vehicle is uncompromising in quality.

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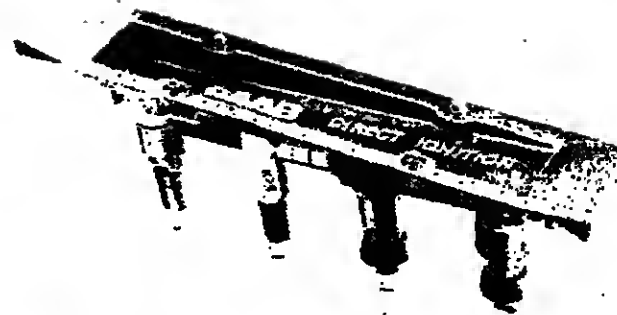
THE SUPERIOR LUXURY CAR

The Saab 9000 CD looks like a classic sedan — its every line projects that discreet and elegant limousine feel. From the sweeping bonnet to the generously proportioned luggage compartment, the Saab 9000 CD radiates individuality and luxury.

The spacious, handsomely finished interior provides the perfect environment for grand touring. The Saab 9000 CD is one of the very few European models to be classed as a "Large Car" by the American EPA. It offers superb comfort as its soft suspension effectively smooths the roughest roads.

But at the same time there is another dimension to the unique Saab 9000 CD — matchless high performance and roadholding. The sports car behaviour of the chassis really comes into its own when put to the test of "advanced" driving. That's when the cockpit environment and ergonomically designed front and rear seating begin to show their mettle. The sophisticated chassis, aerodynamic body and 1.75 bhp turbo engine combine to give the Saab 9000 CD a top speed of 135 mph or 220 km/h.

Saab 9000 CD — a Classic without the penalty of classic engineering.



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Making cars into Hollywood stars

Fantasies on four wheels

By Frank Durham

STOCKY George Barris promises to make every Hollywood star's wildest fantasy come true...so long as it has four wheels.

They call him King Customizer. And he can dream up anything from Batman's furry black Batmobile to a runabout for Elton John complete with flashing lights, \$10,000's worth of rhinestones and built-in howl and giant speakers.

Bo Derek used to pop in with husband John to get to work on their dream-mobility. Farrah Fawcett's extra-special BMW roadster was parked discreetly out the back.

Zsa Zsa Gabor, Farrah Fawcett, John Travolta and James Cagney have all gone down to George's workshop to help get their show cars on the road.

Boh Hope had a golf cart made there, in his own image. And Liberace who died this year, once ordered upholstery like a grand piano, with embroidered notes spelling out his favourite tune, "I'll Be Seeing You".

James Bond has roared into action in George's cars, TV's Knight Rider rides in one and the Duke boys race around Hazzard County in a Dodge Charger customised by the maestro.

You don't have to be a star to own one of 61-year-old George's four-wheeled fantasies. But it helps. For you need a high-octane imagination and a high-geared bank account.

At an auction of some of George's cars, a collector paid a cool \$80,000 for that Batmobile. He explained: "And built Bobby Darin's dream car."

It took six and a half years, and the finished car was valued at \$150,000. Zsa Zsa Gabor's gold-plated Rolls-Royce was also in the "over \$100,000" bracket.

One of George Barris's own fantasies came true when he designed and built his own make of car, called The Barrister. He told me: "I've built ten

George Barris makes stars' and movie-makers' four-wheeled fantasies come true. And when John Travolta, Farrah Fawcett or Bo Derek come along, he puts his imagination into top gear.



John Travolta with the Travolta Firebird Fever.

of them, and maybe I'll build around ten more.

"They cost \$75,000 each. Bo Derek has one and Jimmy Cagney and Tom Jones will be getting theirs. It's a pretty elaborate car, coach-built on a Corvette chassis."

"The Barrister has a 350 cubic engine and I built a complete, aerodynamically-designed new body. It's a modern classic, but with the old-time pipes coming out the sides."

Star George is a star among stars, and most celebrities who come to smell the exhilarating scent of oil, petrol and paint stay to become personal friends.

And George stays in business by giving special service. No way-out whim is too much trouble. He said: "David Carradine brought in his BMW roadster. He doesn't have seats in it, but sits on a Pakistan carpet."

"David asked for a special paint job. When I asked him what colour he wanted, he

opened a paper bag and pulled out a peach. I did the car that exact colour...with fuzzi and all."

"Another time, I was playing backgammon in a club with a singer Cher. She had just got a new Mercedes, and was into new colours."

"We discussed what colour I should paint her car, and Cher decided she would like it to match her dress... a kind of turquoise and white. She pulled up the dress, tore off the hem and handed it to me."

"Just two weeks later, she had a car the colour of that dress."

To George, every custom car tells a story. He went on: "That John Travolta is a very nice, quiet young fellow to work with. He wanted something with a lot of performance, with a performance look."

"So we got him a TransAm Firebird and the big 426 Pontiac engine and we made him the Travolta Firebird Fever. It had special fenders, big, western wheels and racing tyres."

"We decorated the interior just like his Urban Cowboy movie. There was cowhide over the seats, and the gear shift was in a saddle. John worked with me on all the designs and concepts."

George went on: "Then there was Farrah Fawcett... she was another person who wanted to be part of her car. She selected the type of leather and the colour—British racing green."

"Farrah had her name on the side of the car and her initials on the saddle-type upholstery. We put on special fenders, wide wheels and a convertible top."

"Then she had a TV set inside and a four-way telephone. It was a kind of foxy-looking car, so we called it the Foxy-vette."

Even in the town where overkill is a way of life, George's creation for the late Liberace was guaranteed to stand out in a crowded parking lot.

He told me: "We did the whole of the interior of his Cadillac Eldorado convertible like a grand piano. The seats were piano-shaped, with an initial 'L' on the back and piano keys on the seats."

"The notes of 'I'll Be Seeing You' were sewn on to them. The exterior was jet black, with rhinestones."

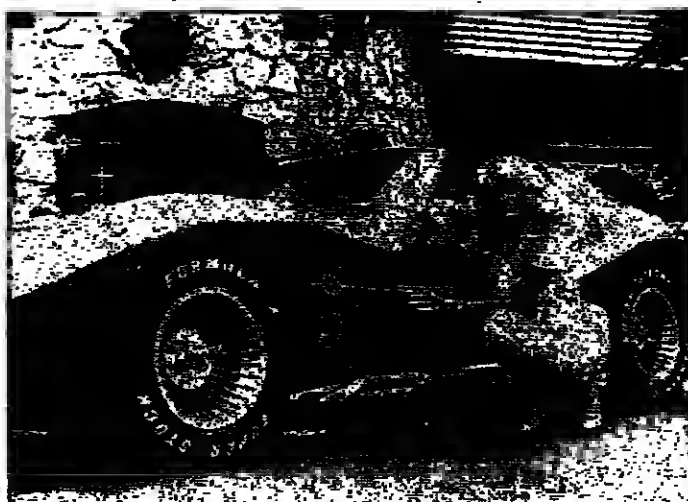
"Then we had sterling silver grand pianos as ornaments on the bonnet. When you opened the lid, they played Liberace's tune."

George's eyes shone with a religious zeal as he went on: "Now Jim Cagney's a real enthusiast. He's a good driver, a great car man and he loves performance cars. He liked this '56 Ford Pickup because it was the purest collector's piece."

"It had a big special Ford engine, and transmission, and the inside was custom-built in mohair. The whole thing was painted black, with custom wheels and tyres."

"Jim is an enjoyable guy to work with, and so is Clint Eastwood. Clint is another purist who knows cars. And James Garner is a good car man."

George shifted back into show-business gear. He went



Farrah Fawcett with her Foxy-vette car.

on: "We built Elton John a superstar car for when he came to Hollywood to put his head and footprints in the concrete at The Graumann Chinese Theatre."

The car had seven-foot eyeglasses to match Elton's. I had flashing lights around them, and spelling out his name, too. There was a little grand piano for a seat, with a gold record let into the back."

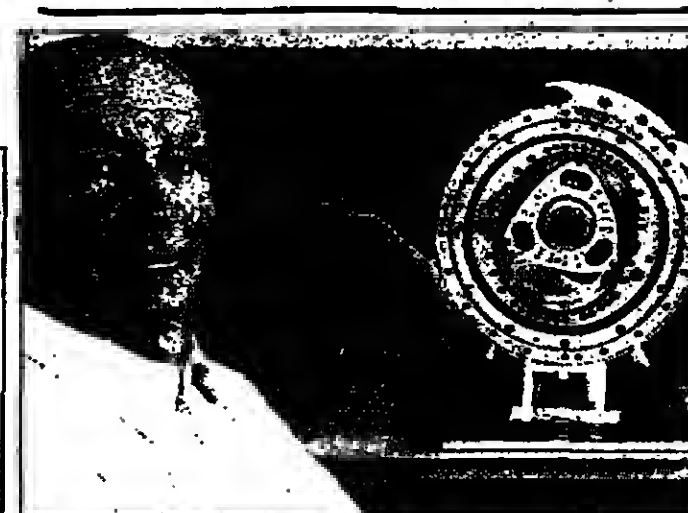
Boh Hope covered with \$10,000's worth of rhinestones. One of George's favourite customers of all time was Elvis Presley. He recalled: "I became very close to him, and I worked on 18 of his cars and motor cycles."

"He was one of the most giving, congenial and humble men we have ever met down here. When he talked to the men, he called them 'mister' or 'sir'. He was a super gentleman to work with."

When George sold off some of his classic cars, buyers bid eagerly for models like ex-Beatle Ringo Starr's Chevy, Dean



Just one of George's crazy cars—owned by Bob Hope.



The car built for Elton John.



Batman and the batmobile. A collector paid \$80,000 for the car.

Martin's Matt Hel, Frank Sinatra's movie Mustang, Sammy Davis Junior's Titan and Bob Hope and Bing Crosby's golf cars.

Zsa Zsa Gabor's gold Rolls-Royce went too. And John Wayne's Pontiac Wagon. George said nostalgically: "We built a new station wagon for him every year."

"He was too tall, we had to raise the roof six inches and the doors three inches. We put steer horns on the front and cowhide across the car's nose."

"Then we decorated the car with replicas of guns he had used in movies. There were six-

shooters below each door handle and rifles on the front and back."

George likes his star clients to feel free to come in and work along with his staff, which varies from 25 to 35, according to what movie work comes along.

He said: "Bo and John Derek are probably my closest celebrity friends. He is a very creative man, and does a lot of the work himself."

"He loves to work with his hands, and did the whole of the interior of one of his cars in cowhide. John did all the stitching and edging right here."



The car built for Elton John.

Out of the limelight but not out of sight

LINDAU (INP): Out of the limelight but not forgotten: Felix Wankel, the man whose invention was the most significant innovation in the development of the combustion engine since the Diesel.

It is a rotary-piston engine which took 30 years to perfect and is simply named the "Wankel engine" after its maker.

When Felix Wankel presented his invention two decades ago it attracted worldwide interest. All the leading car manufacturers wanted to learn about it. Wankel celebrated his

86th birthday on 13 August 1988 in Lindau on Lake Constance, where he has lived since 1936 and where he has his own experimental workshop.

The strange thing about Felix Wankel, who was born in Baden (south-west Germany) in 1902 as the son of a forester, is that he never studied engineering or learnt a technical trade, nor did he ever obtain a driving licence. As a boy he was very weak in mathematics and had to leave grammar school without taking the university entrance examination. After a general business apprenticeship he worked for a publishing company.

But that was no more than a temporary occupation because Wankel devoted all his free time to acquiring technical knowledge. With friends he set up a workshop where he experimented with engines, particularly those suitable for racing cars or speedboats.

By 1936 he was doing so well that he was able to establish his own technical institute in Lindau. He achieved his great success in 1944. The rotary-piston engine was ready, not only on the drawing board but as a model.

The piston in the Wankel engine, unlike that of the traditional gasoline and diesel combustion engine, does not move up and down in the cylinder but circles directly around the crankshaft and is powered by the ignition processes in the cylinders which have a circular configuration. This places less strain on the engine but also means less power for the same cubic capacity as an ordinary engine.

But the great future predicted for the rotary engine did not materialize. Only NSU, the automobile firm based at Neckarsulm, decided to power one of their models with Wankel's engine. With his help NSU produced the Ro-80, which was a success both in terms of function and design and found many admirers, but this success was not reflected in sales figures. Since NSU closed down no more German cars have been built with Wankel engines. Japanese manufacturers later obtained a licence to build this rotary-piston engine.

Felix Wankel has continued to work on his engine undeterred. Today it is used in lawn-mowers, tree saws, small vehicles and boats. He has opened a workshop on Lake Constance where he has developed his revolutionary hydroplane with the very appropriate name "Zisch".

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A report on Britain's first-ever mini-marathon

A Brands Hatch champion — and only four years old

There were thrills and spills galore as the under-five speed aces pedalled their way round the famous Grand Prix track. One crashed after bursting into tears and another made a pit stop because he was hungry.

By Ktima Heathcote

NO-ONE had ever seen anything quite like it before as the cars flashed round Brands Hatch Grand Prix circuit. One driver burst into tears and crashed into a barrier.

Another made an early pit-stop because he was tired and hungry. And the crowd was stunned as one driver became so bored with the race that he stopped, picked up his car and walked off with it.

For all the speed aces were relying on pedal power. And not one of the ten drivers was more than five years old.

But all the thrills and spills of the race track were there... even if they were scaled down a little to suit the crash-helmeted competitors.

And the plaudits for the champion, after he had puffed his way triumphantly past the chequered flag, couldn't have been more enthusiastic if he had been Nigel Mansell himself.

It was four-year-old Matthew Watson who triumphed in Britain's first ever mini-marathon at the Grand Prix circuit.

Onlookers cheered as the laurel wreath was placed on his

shoulders and he sprayed the customary bottle over the crowds. Only the "bubbly" was really a bottle of fizzy lemonade.

Wearing a bright yellow racing suit, Matthew cut a dashing figure as he held up his trophy. He said modestly: "I'm rather tired after all that pedalling." Then like a true champ, he posed one more time for the cameras before sharing his celebration magnum with his mother and father, Laura and Anthony.

To win the race Matthew, from Maidstone, Kent, completed twelve 110-yard laps in the 24 minutes allowed. His father Anthony explained: "The boy next door in us owns a pedal car and Matthew has been practising on that. He's always had a competitive spirit."

But the new champion nearly suffered the disgrace of being beaten by the only girl in the race, four-year-old Katie Warhurst, who came a close second.

At one nail-biting stage, she was hampered by bumper with Matthew, pulling out all the stops to win and even blocking his way.



Champion Matthew in car number 10 speeding past chequered flag.

The commentator's voice boomed out excitedly over the loudspeaker. He said: "What a duel. Little Katie has just overtaken Matthew on the inside

and she's not letting him pass. Matthew is pedalling furiously to catch up and, yes, he's almost there. But not without a sterling fight from Katie who keeps

swerving her car in front of Matthew's to hold him back." But little Katie lost a few vital seconds when she stopped to adjust her helmet which was

decorated with flowers. Katie's mother Sue, 36, from Maidstone, Kent, said: "She's a real tomboy. She was not at all happy with these flowers and the pink racing suit. At one time there were signs that she would walk off in a huff."

In third place was Daniel Green, four, of West Kingsdown, Kent. He entered at the last minute after one of the racing driver's nerves failed. Daniel's mother Josephine explained: "We came down here on the off-chance and we were so thrilled he was allowed to enter, let alone win third place."

The mini-Stirling Mosses was selected after the organisers launched a national campaign to find ten tiny racing drivers to take part in the 24-minute hour-out.

A spokesman said: "We had a huge response from parents sending in photographs of their children and it was hard choosing the entrants. But I think we picked the cream of weeny racing drivers and the event was just like the real thing — only smaller."

Even the photographers and reporters at the race were scaled down to fit the event. Five mini-



Every inch a champion: Matthew with his trophy and (inset) at the start of the race in his car

photographers worked alongside some of the more grown up and well known snappers of Fleet Street. And there in record the scoop of the year were five mini-reporters.

Soon little Matthew was basking in his new-found fame, waving to his fans and blowing little kisses. A big day for one of the world's smallest racing drivers.

Volkswagen pins hopes on new Passat

By Gustave Beaune

HAMBURG: The Passat, West German carmaker Volkswagen's top-of-the-line model exhibited at the Geneva car show earlier this year is to follow in the path of the successful VW Golf.

The revamped car, in its third generation, is the first new design for which VW chief Carl W. Hahn, 61, is responsible.

Hahn, who has headed Europe's largest automobile manufacturer for six years, hopes to hold up the decline expected in international automobile sales in 1988 with

this model. Hahn could use a success. He self-critically called 1987 a "year of ups and downs".

He was probably referring to the 480 million marks (\$287 million) lost through fraud by VW's own brokers on international finance markets last year, souring the firm's best sales results in history.

The company lost international respect additionally when it closed its Westmoreland, Pennsylvania plant and ceased production in the United States entirely.

Volkswagen has invested 2

billion marks (\$1.19 billion) in the Passat. Automobile journalists praised the car's form and conception at its Geneva debut.

For the first time, VW has eliminated the formerly successful hatchback and is producing only a sedan and an estate. The engine of the front-drive vehicle has been mounted sideways, a space-saving move that has favourably influenced its overall design.

VW's first Passat, introduced in 1973, brought the company out of a slump, replacing the rear-wheel drive Beetle which had lost popularity.

Former VW chief Rudolf Leidsig borrowed the design conception for a front-wheel drive car from VW's subsidiary Audi. This conception, which was continued in the highly successful Golf, got VW back on its feet.

A second-generation Passat

was introduced in 1980. To date, 4.2 million of the cars have been produced.

The present revamping of the car is to make VW, which turned over 53 billion marks (\$31.5 billion) last year, strong enough to withstand the imminent crisis in the international automobile industry. "It will be a very tough weeding out process for all carmakers," Hahn said in an interview.

The 61-year-old Hahn has been trying to strengthen the international position of the company in the past few years. VW has signed co-operation agreements with its Japanese rivals Nissan and Toyota and begun manufacturing limousines in China under Hahn.

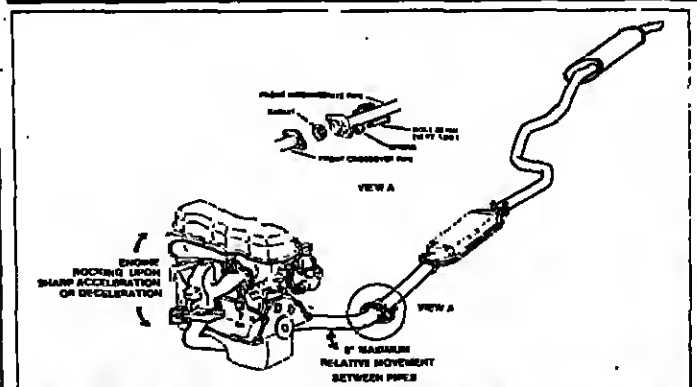
Volkswagen bought the Spanish car producer SEAT in 1986 and founded the Autolatina joint venture for Brazil and Argentina in co-operation with Ford in 1987. Hahn sold Triumph-Adler, a

subsidiary that produced office machines in the Italian computer firm Olivetti after heavy losses.

Hahn became one of the West Germany's best-known industrialists. Surveys revealed that every third motorist had heard of him. The engineer, who has a doctoral degree, headed the US subsidiary of VW from 1959 to 1964. The Beetle showed an extraordinarily successful sales record in that time. He became a member of the board of directors in 1965.

Hahn switched to the tyre manufacturer Continental in 1973 and brought it back into the black.

He hopes to leave a economically stable firm behind him when he retires in a few years. "We're in a process of development which will only show its result in the 90s," he said, summing up his plan of attack.



Exhaust ring gaskets on a transverse-mounted engine undergo constant strain due to motion during acceleration and deceleration. That and other demands placed on the exhaust rings requires that the material used be flexible and heat-resistant while providing a secure seal.

New types of exhaust rings

RECENT changes in the ways engines are manufactured and perform have necessitated the development of new types of exhaust rings. These new types are costly than rings used in earlier engines for a number of reasons.

Traditional exhaust rings for exhaust pipe connections have been manufactured from readily-available, relatively inexpensive metal reinforced heat-resistant fibrous materials. Because of the limited amount of motion between the exhaust system and engine in a conventional, longitudinally-mounted engine, exhaust rings were subjected to little or no movement.

However, the advent of the front drive, transverse-mounted engine created a need for exhaust rings with special properties. Due to the torque inherent with this arrangement, acceleration and deceleration cause the engine to rotate forward and backward.

This motion leads to a 4° movement between the exhaust manifold and pipe, or between the exhaust and intermediate pipes. This strain places on

the connection requires that the seal be flexible, durable, and gas-tight.



In addition, elevated exhaust system temperatures and noise reduction requirements have led to the use of special exhaust rings in many of today's longitudinally-mounted engines.

In properly seal exhaust systems, engineers turned to exhaust ring materials such as stainless steel wire mesh (with or without a stainless steel foil covering) and expanded graphite (with or without a without a stainless steel wire mesh core) to provide the necessary lubricity, abrasion resistance, conformability, and heat tolerance.

According to engineers at Fel-Pro, Inc., Skokie, IL, USA, such materials are costly for several reasons. Graphite, for example, is found in only a few places, and its cost depends upon the political stability of its countries of origin. Graphite also requires costly processing to be used in exhaust rings. Stainless steel is an expensive material, and becomes even more expensive when woven into a mesh.

Adding to those costs is the engineering required to develop these new designs and materials, and to develop and implement the sophisticated technologies needed to manufacture the rings.

The increasing function the rings must perform, the costlier materials required, and the intensive engineering and technology needed to meet the need of today's engines each play key roles in the higher cost of newer exhaust rings.

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BUSINESS & FINANCE

New pact may favour Iran-Iraq detente

OPEC accord a historic turning-point: Sheikh Ali

VIENNA, Nov 29, (Agencies): Three months after silencing their battlefield guns, Iran and Iraq have declared a truce on the oil front by joining an OPEC production pact in a move which could improve the atmosphere at their stalled Geneva peace talks.

Twelve days of intensive talks in Vienna resolved one of the most bitter disputes between the two countries which have signed a ceasefire agreement in August but have yet to make real peace — how much oil they can pump under OPEC's output ceiling.

The deal clinched yesterday gave Iraq a political triumph by meeting its long-standing demand to be able to produce as much as Iran, with output quotas for both set at 2.64 million barrels per day (BPD) under an 18.5 million BPD ceiling.

The agreement ends a two-year rift within the Organisation of Petroleum Exporting Countries during which Iraq's refusal to accept a lower quota than Iran kept it out of OPEC pacts, helping to depress world oil prices.

Oil analysts said the accord reflected Iraq's rising military and political clout since a series of battlefield victories over Iran that led up to the August 20 ceasefire.

But it also served the interests of Iran, Saudi Arabia and other Gulf Arab producers by putting a lid on Iraq's ambitions to boost oil output even further and surpass Iran as OPEC's second largest oil producer after Saudi Arabia, they added.

"What it signals is a kind of truce on the oil front," said Mehdi Varzi, senior analyst at

Kleinwort Benson Securities in London.

"The pact has removed a major bone of contention between Iran and Iraq, with neither winner nor loser. This could have a positive psychological impact on the negotiations in Geneva," he added.

Pierre Terzian, editor of the Paris-based energy newsletter Petrostrategies, called the OPEC accord the first significant Iran-Iraq agreement since the ceasefire.

"It is not just an OPEC accord but an Iran-Iraq agreement that faithfully reflects the new balance of power in the Gulf," he said.

The Geneva peace talks opened in August but quickly stalled on the issue of sovereignty over the Shatt Al Arab waterway

that forms the southern part of the Iran-Iraq border.

The only tangible result has been an agreement to exchange sick and wounded prisoners of war, itself not yet fully implemented.

Oil analysts saw Iran's concessions on quota parity as another indication that its revolutionary leaders, faced with an economy devastated by eight years of war, are adopting a pragmatic approach to meet internal development needs.

With OPEC heavyweights Saudi Arabia and Kuwait backing Baghdad's demand, Tehran's refusal to go along would almost certainly have led to an oil price crash disastrous for the Iranian economy.

The Iranian and Iraqi oil ministers never met face-to-face outside scheduled meetings, but

delegates said there was little political investive between them. There was also a general desire to show flexibility and goodwill, they added.

Far more fireworks came from an 11th-hour Saudi Arabian proposal to set a price floor of \$15 a barrel without reference to OPEC's current \$18 a barrel target price, a move which Iran and Iraq both opposed.

Meanwhile, oil industry sources in the Gulf said today that five Gulf oil states which together pump about two-thirds of OPEC output looks set to keep the taps wide open until January when lower quotas take effect.

Kuwait's Oil Minister Sheikh Ali Al Khalifa said here yesterday the OPEC agreement "a historic turning-point for the organisation and a great success to the conference."

Sheikh Ali said that the conference achieved most of the aspired-for goals especially inclusion of all members in the quota system.

Oman announced today it would co-operate with OPEC's new accord curtailing oil production to shore up sagging prices.

Oil Minister Saeed Al Shanfari said the accord was "proof of a sincere desire to achieve stable oil prices and protect the market from collapsing."

Shanfari expressed optimism that the benchmark price would be reached "shortly" as a result of the accord.

Oman is not a member of OPEC, but it supports the organisation's pricing and production policies. It has sought to promote OPEC and non-OPEC co-ordination.

Iran offers to sell oil to Australia

TEHRAN, Nov 29, (OPECNA): Iran's Plan and Budget Minister Masoud Raghani Zanjani in talks here with Australian officials has called on them to purchase Iranian crude oil.

The minister said that although Australia's current oil production met 90 per cent of its domestic needs, demand for crude was rising.

Australian Minister of Primary Industries and Energy John Kerin stressed his country's willingness to co-operate in Iran's post-war rebuilding programme.

The ministers also discussed joint investments in agriculture, industries, commerce, mines and transfer of technology.

Zanjani highlighted his country's priorities in its five-year economic and reconstruction plan, calling for "balanced" trade between Iran and Australia.

Iranian Deputy Prime Minister Tahmasp Mazaheri, announced in a meeting with Kerin that an Iranian export exhibition was to be held for the first time in Sydney and Melbourne in May-June 1989.

He pointed out that its purpose would be to introduce products manufactured by units of a foundation to Australian markets.

Meanwhile, Iranian Mines and Metals Minister Mohammad Reza Ayatollahi studied with Kerin the possibility of manpower training and the use of Australian expertise in gold refining and lead, zinc and steel production.

Indonesia to boost industrial product exports

JAKARTA, Nov 29, (OPECNA): Indonesia hopes to earn \$10.30 billion from its industrial product exports in 1989, an increase of over 17 per cent on this year's target of \$8.80 billion, according to Industries Minister Hartarto.

He told reporters here at the weekend that next year Indonesia would try to expand its industrial product markets in the Asian, Pacific, Middle East and EEC regions.

The minister added that next year's exports of multifarious industrial products were targeted at \$7.06 billion, an increase of more than 15 per cent on the 1988 level.

Other increases are expected from exports by the following sectors: basic metal and machine industry (\$7 million — up 9.6 per cent), chemical industry (\$7.70 million — up 44.1 per cent), small-scale industry (\$9.70 million — up 21 per cent) and primary industry (\$8.10 million — up 15.2 per cent).

IDB to set up Islamic clearance union

JEDDAH, Nov 29, (OPECNA): Experts from the Islamic Development Bank (IDB) met here at the weekend to discuss the establishment of an Islamic clearance union.

The move will enable member states to settle trade transactions in their national currencies.

The two-day meeting was attended by representatives of the central banks of Pakistan, Jordan, United Arab Emirates, Bangladesh, Tunisia, Sudan, Turkey, Egypt and Malaysia.

The meeting was also attended by a delegation of the Organisation of Islamic Conference (OIC) and by its Standing Committee for Economic and Trade Co-operation.

Loans include \$252m for power sector and \$300m for housing project

World Bank approves \$1.25b for Argentina

THE World Bank approved three loans and modified a fourth — together totalling \$1.25 billion — on October 27 to support key parts of the Argentine government's economic programme, according to World Bank News.

A total of \$700 million of quick-disbursing policy-reform loans (\$300 million for trade and \$400 million for the banking sector) are included in the package. These funds are expected to be disbursed in several instalments, or "tranches," over the next year, in line with reform measures undertaken by the government.

The loans also include \$252 million for power sector investments and \$300 million for a housing sector project.

The power sector loan is scheduled to be disbursed over the next two years and the housing sector loan over the next five years.

"We believe this is a first step in a direction of significant structural adjustment for Argentina," World Bank President Barzani Conable said.

Steps
"We are anxious to see the next steps taken and see progress made not only in Argentina's economic performance, but in the negotiation of arrangements with other creditors and other potential development resources that can help Argentina realise its potential," he said.

"There were people who were nervous about a loan of this size to Argentina," Conable added, "because Argentina has had a very difficult time and its prospects have not been as bright as some of the other countries. But

we felt we wanted to help Argentina and that this type of package made sense and would be a step toward accomplishing some major structural adjustment in Argentina."

The \$300 million loan for trade policy reform is the second World Bank lending operation in support of the government's programme to further integrate Argentina into the world economy. The first phase of reforms strengthened the competitiveness of Argentine exporters and removed a substantial number of quantitative import restrictions. The bank supported that phase with a \$500 million loan approved in May 1987.

Elimination
The second phase initially included a gradual elimination of non-tariff barriers over three years. But the momentum created by the successful implementation of the first phase encouraged the government to expand the reform programme and the second phase implementation.

The new loan addresses import protection, the deregulation of exports and improved industrial investment incentives.

To less than two years — between the approval of the first loan and the completion of the second — the government will have undertaken the following:

- quantitative import restrictions, which previously protected 62 per cent of industrial production, will cover only 15 per cent;
- reference prices and specific tariffs, which protected 100 per cent of industrial production,

will now cover only seven per cent;

- the average tariff rate will have come down from 43 per cent to 30 per cent;

- the maximum tariff rate will have been reduced from 115 per cent to 50 per cent;

- a comprehensive regime for the duty-free import of materials used for the production of export goods will have been introduced;

- a scheme consistent with the General Agreement on Tariffs and Trade (GATT) will have been implemented to automatically reimburse indirect taxes to exporters, replacing discretionary export subsidies which promoted countervailing duties by importing countries;

- most industrial export taxes will have been removed; and
- industrial export licences, except those for quality control, will have been eliminated.

Most of these targets have already been achieved.

Reforms
The reform programme frees industrial trade from regulatory constraints and overhauls the trade taxation system to allow the industrial sector to compete in the world market.

Argentina's non-traditional exports have already performed vigorously, growing more than 50 per cent in current dollars between the first half of 1987 and 1988, and strong growth is expected to be sustained over the medium term.

The \$300 million loan will be disbursed in two tranches. The first tranche of \$150 million will be disbursed as soon as the government reduces quo-

titative restrictions from 37 per cent to 18 per cent and the average tariff rate from 43 per cent to 30 per cent of domestic production.

The second tranche of \$147.65 million is expected to be released by early 1989 upon a review of the government's progress in implementing reforms and meeting specific conditions.

Loan
The remainder of the loan (\$2.35 million) will finance consultant services, training and equipment purchases and will be disbursed by June 1990.

The World Bank modified a \$400 million loan, originally approved in March 1988, to help increase deposits and raise confidence in Argentina's banking system, restore the system's capacity to channel and allocate credit, and reduce spreads and cost of credit. An efficient banking system is an important condition for the success of the government's efforts to modernise the economy.

The government has been introducing key policy reforms, supported by the World Bank loan, to deregulate the banking sector, enhance financial intermediation by the private banks, and strengthen their supervision.

But, because of an unanticipated increase in inflation, the Central Bank has not been able to achieve its target for rediscounts or to keep reserve requirements below agreed ceilings.

In early August 1988, the government launched an economic stabilisation programme, the "Primavera Plan," which addresses the imbalances that have slowed progress to the implementation of banking sector reform. The agreed changes in certain loan conditions align them with the stabilisation programme, which in turn provides a framework for achieving the loan objectives.

World Business Summary

Newspaper executive quits in stock trading scandal

TOKYO, Nov 29, (AP): The Yomiuri Shimbun newspaper said one of its senior executives resigned yesterday to take responsibility for involving Japan's largest daily in a stock trading scandal. A Yomiuri official said Iwao Maruyama, 67, vice-president of the nationally circulated newspaper, said in his resignation: "I would like to take moral responsibility as I gave serious trouble to the Yomiuri newspaper."

His resignation was accepted at a special board of directors meeting, the official said, speaking on condition of anonymity. Maruyama bought 5,000 shares of Recruit-Cosmos, a real estate firm, in the fall of 1986 before the stock was offered to the public. On Saturday, a Yomiuri spokesman quoted Maruyama as saying he bought the shares "without even knowing they were mislaid." Saturday night, Maruyama brought the actual shares to a news conference to prove he had not sold them for a profit. The Yomiuri Shimbun said yesterday in a statement: "It is regrettable that he (Maruyama) had not disclosed his purchase of stock until recently, as he is an executive of the newspaper that has been working to make clear the scandal." It said the newspaper's investigation of the scandal would not be affected by Maruyama's actions. Maruyama was the second newspaper executive to resign for involvement in the scandal. Ko Morita, president of the financial newspaper Nihon Keizai Shimbun, quit in July after his purchase of Recruit-Cosmos stock became known. Recruit officials made the stock available to some of the nation's top politicians, businessmen and journalists, who reaped huge profits after the company was listed on the over-the-counter market in October 1986. No laws were broken, but the transactions raised serious ethical questions about the ties between big business and politics in Japan. The government has since tightened the laws on insider stock trading, but the measures are not retroactive. Prime Minister Noboru Takeshita, Finance Minister Kiichi Miyazawa and former Prime Minister Yasuhiro Nakasone are among those who have acknowledged their aides bought Recruit stock, but they all have denied they knew about it at the time.

Turkey should wait for EEC membership, says France

PARIS, Nov 29, (Reuters): French President Francois Mitterrand told Turkish Prime Minister Turgut Ozal yesterday that his country should not be allowed to join the European Economic Community until 1993 at the earliest, French officials said. Ozal, in France for a two-day visit, was told by Mitterrand that France had no objections in principle to Turkey joining, but that no new members should be allowed before the EEC's integrated market was introduced in 1993, they added. Ozal lunched with Mitterrand before having talks with Prime Minister Michel Rocard. Mitterrand told Ozal that Turkey should use the time before 1993 to "build the base for future membership," the officials said, adding Paris considered the prime minister was improving Turkey's human rights performance. Rocard told reporters afterwards that Ozal's visit — the first by a Turkish prime minister for 16 years — was the climax of four years of efforts to improve ties between the two countries. "Franco-Turkish relations are good now," Rocard said. Ozal submitted Turkey's application to join the EEC in April 1987, but several members have voiced concern over its human rights record, its rapidly-growing population and its Asian and Muslim identities.

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WORLD STOCK MARKETS

LONDON
(Alpha Stocks)

NAME	LAST	INTE	195.0
ABBEY LIFE	284/0	INTECAPE	209/0
ADT LTD	121.0	JAGUAR	264/0
ALD LYONS	463.0	LABROCKE	435/0
AMSTRAD	52.34	LAND SECS	387.0
ARGYLL GP	161.0	LAPORTE	380/0
ASDA GP	143.0	LASMO	463.0
BAA	267/0	LEGAL-GEN	282/0
BTR	287/0	LONRHO	383.0
BAT INDS	436.0	LUCAS IND	542.5
BARCLAYS	419.0	MAGNET	189/0
BASS	776.0	MARKS&P	150/0
BEAHER	167/0	MAXWELL C	251/0
BEECHAM	452/0	MC GROUP	251/0
BENEFIT	406.0	MEPC	565/0
BICC PLC	382/0	MIDLAND BK	421/0
BLUE ARM	92/0	MKT	153/0
BLUE CIRC	431/0	NTH FOODS	277.0
BUC GP	396.0	P & O FID	555.5
BOOTS CO	219/0	PEARL	405.0
BPB INDS	242.0	PEARSON	669.0
BR BORN	228.0	PILKINGTON	213.0
BR AIRWAY	154/0	PLESSLEY	210.0
BR AEROSOL	438.0	POLLY PEC	283.0
BR GAS RG	158.0	RACAL ELC	158/4
BR GAS RT	157/0	RANK HVS	350.0
BR LAND	356/0	RANK ORG	697.0
B.P.	245.0	REDLAND	411/0
B.P.PP	144.0	REED	384.0
BR STEEL	498.5	RNC GRP	490/0
BURTON	175.5	REUTERS	456.0
CABLEVISION	363.0	RTZ CORP	435.0
CADBURYS	338/0	ROLLS ROY	130.0
CALOR GRP	387/0	ROTHMAN B	439/0
CRLN GRP	626/0	ROYAL INS	369/0
COATS VVY	161/0	SAATCHI	335/6
COOKSON	252.0	SAINSBURY	204.0
COURTAULD	261/0	SCOT-NEW	393.0
DALGETY	305/0	SEARS	122/0
DIXONS	44.00	SEDFWICK	222.0
ENG CHINA	453.5	SHELL	981.5
ENTER OIL	496.0	SIEBE	380.0
FKI BACCK	127/0	SLOUGH ES	314/0
FERRANTI	98/0	STP-CHART	475/0
FISONS	236/0	STC	266/0
GATEWAY	157/0	STORCHSE	214.0
GEN ACCD	819/0	SUN ALLIA	957.0
GEN ELEC	174/0	SUN LIFE	925.0
GLAXO	059/0	TARNAC	224/0
GLAXOADA	318/0	TATELYLE	843.0
GLOBE	138.5	TYLW WOOD	592/0
GLYMEED	270/0	TRAF RSE	311.5
GUARD RYL	180.0	TSD	108/4
GUN	312/0	T + N	171/0
HALFORDS	326.5	TRUSTEE	261/4
HANSON	156/0	ULTRAMAR	50.25
HARRISON C	680.0	UNILEVER	440.0
HUKER SID	525/0	UNIGATE	283/0
HILLSDOWN	259.0	UTD MNSP	392/0
ICI	972.0	WELLCOME	435.0
		WILLIAMS	238.0
		WILLIS FB	222.0
		WIMPEY	553/0
		WOOLWORTH	255/0

LONDON
(Beta Stocks)

NAME	CLOSE	OPEN
2ND ALLCE	712/4	713/0
600 GROUP	115/0	116/0
A. AMER TS	356/0	357/0
A.B. ELECT	423/0	422/0
A.S.V. NLD	205/4	206/0
AAB KENT	87/0	87/0
AAH HLD	280/0	280/0
AARNSON	112/0	112/0
ADDITION	32/4	32/0
ADVEST	173/0	173/0
ALEX WRM	162/0	162/0
ALEXON	331/0	331/0
ALLD COLL	117/0	118/0
ALLD IR B	238/0	237/0
ALLD PLAT	134/0	134/0
ALLIANCE	809/0	811/0
AMBER DAY	45/0	46/0
AMEC	352/0	354/0
AMER TST	124/4	124/4
AMERSHAM	519/0	520/0
AMI HLTHC	245/0	245/0
ANGLIA TV	208/0	208/0
ANSBACHER	82/0	83/0
APPLEYARD	444/0	445/0
APV PLC	124/0	124/0
ARNDT	109/0	109/0
AUST REED	370/0	370/0
AUTO SECS	263/0	263/0
AVESPL	82.5	81.0
AVESDO	110/0	110/0
AVIS EUR	318/0	318/0
AVON RUBB	661/0	662/0
B. WEIMILL	200/0	200/0
BAILL JAP	461/0	463/0
BAILL SHI	76/4	78/0
BAIRD (W)	229/0	228/0
BANK IRE	236/0	235/0
BANKER IT	70/0	71/0
BART DEV	167/0	169/0
BAYNES C.	26/0	27/0
BBA GROUP	154/0	155/0
BEAR BND	3/0	3/0
BEAR BRND	10/4	11/0
BEATTIE J	157/0	157/0
BEJAN GP	187/0	189/0
BEJANEN	57/0	57/0
BELLWAY	206/0	206/0
BEHROUSE	220/0	220/0
BENLUD HD	50/0	50/0
BENKLEY	262/0	262/0
BHAM MINT	449/0	449/0
BHN GROUP	97/0	97/0
BK OF SCO	307/0	308/0
BLCK LCE	10/6	10/4
BONNET + F	29/0	29/0
BOISE HAS	234/0	233/0
BOODINGTN	164/0	165/0
BOOY SHOP	555/0	553/0
BOOT NEHR	386/0	386/0

BORTHWICK

BR ARROW	52/0	52/0
BR ARROW	104/0	105/0
BR ARROW	66/4	67/0
BR DREGI	122/0	121/0
BR VITA	218/0	219/0
BRENT CHE	127/0	128/0
BRENT WCR	334/0	334/0
BRIDON	174/0	175/0
BRITAIN SE	166/0	166/0
BRITANNIC	328/0	328/0
BRIXTON E	353/0	355/0
BRYANT GP	110/0	110/0
BSG INTL	59/0	59/0
BSR INTL	62/0	62/0
BUCKLEYS	150/0	
BUDGENS	113/0	114/0
BULLOUGH	464/0	464/0
BULLNER NP	159/0	160/0
CALEDONIA	350/0	350/0
CAMB ELEC	237/0	238/0
CAMB INST	53/0	53/0
CANFOR E	179/0	180/0
CANNING W	223/0	223/0
CANNON ST	282/0	283/0
CAP. RADIO	474/0	475/0
CARDON	334/0	334/0
CARLO EN	163/0	164/0
CATER ALL	341/0	338/0
CATTLE HD	62/0	62/0
CAULDON	8/0	7/4
CEMTL TV	59/0	59/0
CHAM PHBR	148/0	148/0
CHARTERHA	20/0	20/0
CHAS CHUR	85/0	85/0
CHLORE	59/0	59/0
CHRISTIES	595/0	595/0
CI GROUP	40/0	41/0
CNTRY OIL	140/0	140/0
COALITE	321/0	322/0
COATES BR	290/0	290/0
COLLINS A	628/0	630/0
COLLINS W	148/0	148/0
CONNELLS	215/0	215/0
CORIAN FR	301/0	302/0
COURTS FR	191/0	190/0
COVIE (T)	132/0	132/0
CRB	128/0	128/0
CRLN RY	62/0	62/0
CRODA INT	175/4	176/0
CRYSTALAT	154/0	154/0
CTRY PROP	256/0	255/0
DARES EST	27/6	27/6
DAVIS GP	158/0	159/0
DAVY CORP	168/0	168/0
DE LA RUE	418/0	418/0
DELTA GRP	261/0	262/0
DEVENTH	301/0	303/0
DEWHIRST	40/0	40/0
DIPLOMA	201/0	201/0
DOLSON PK	96/0	96/0
DOUGLAS R	295/0	295/0
DOVINGHAM	60/0	61/0
DUSTY GRP	225/0	226/0
DRAYTON C	461/0	462/0
DRG	451/0	452/0
DUNDEIN	68/0	68/0
DUNDEIN LD	289/0	290/0
DUNHILL	228/0	230/0
EAGLE TST	12/2	12/0
EDIN I.T.	152/4	153/4
EDMOND HD	36/4	36/4
ELECTRA	212/0	212/0
ELECTROCOM	186/0	186/0
EMAP	212/0	213/0
EMPIRE ST	212/0	213/0
ERA GROUP	69/0	70/0
EURO-NONE	309/0	308/0
EUROOTHER	395/0	393/0
EURTINT	456/0	456/0
EURTINT W	31/2	31/4
EXAMET	176/0	176/0
F&C ENTER	28/0	28/0
F&C EURO	223/0	221/0
F&C PACIF	135/0	136/0
F&C SELLER	68/0	68/0
FARNELL E	141/0	141/0
F&C KOSUN	267/0	266/0
F&C JN	177/0	178/0
FERGUSON	258/0	258/0
FILINAR GP	75/0	78/0
FITON LOW	117/0	117/0
FITON LOW	258/0	259/0
F&C GP	284/0	285/0
F&C GRP	287/0	288/0
FLNG AMER	106/0	106/0
FLNG FLE	189/0	189/0
FLNG INIV	149/0	150/0
FLNG JAPN	205/0	207/0
FLNG MERC	175/0	175/0
GPG	49/0	49/0
GRAMPIN	274/0	274/0
GREEN KNG	450/0	448/0
GREYCOAT	254/0	254/0
GRUP TYA	46/0	46/0
GRPTL PRT	371/0	371/0
GUNISS MA	132/0	132/0
GUS ORD	675/0	675/0
GVTY ORIE	292/0	294/0
GVTY STRA	227/4	229/0
H&M LTD	129/0	129/0
HALL (M)	159/0	159/0
HALMA	190/0	190/0
HAMBROS I	215/0	216/0
HANMERSON	914/0	915/0
HAWTHIN LE	47/0	47/0
HAZELWOOD	212/0	213/0
HEATH (CE)	419/0	419/0
HELENE PL	30/4	31/0
HELICAL B	268/0	268/0
HEPCORTH	227/0	229/0

MORGAN STANLEY CAPITAL INTERNATIONAL INDICES

INDEX	LATEST	1/PREV-DAYS/2	PREV-OR	PREV-YR
AUSTRALIA	288.5	294.8	293.8	307.0
AUSTRIA	238.8	238.7	239.7	226.7
BELGIUM	422.7	423.6	424.1	412.8
CANADA	352.3	354.0	352.7	356.1
DENMARK	495.4	492.8	495.4	464.5
FRANCE	412.8	414.6	416.0	396.1
GERMANY	196.6	198.6	199.5	195.6
HONG KONG	1972.7	1989.1	1992.9	1812.7
FINLAND	120.0	120.6	119.2	112.1
ITALY	454.0	459.8	461.4	439.5
JAPAN	1351.3	1372.4	1372.5	1289.0
NETHERLANDS	254.9	255.0	255.2	260.1
NEW ZEAL	87.5	87.0	87.5	93.9
NORWAY	516.9	516.1	511.8	483.0
SPAIN	581.1	586.3	588.0	587.0
SPAIN	249.3	249.6	248.7	250.5
SWEDEN	991.2	996.2	1009.8	960.4
SWITZ	167.1	168.3	167.3	163.6
U.K.	541.6	546.0	558.5	551.2
U.S.A.	248.3	246.9	248.6	250.6
WORLD	482.9	488.8	491.1	446.2
E.A.F.E.	940.3	959.2	963.2	832.0

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SPAIN	581.1	586.3	588.0	587.0
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International Bond Highlights

ANKFURT: The West German federal government is issuing a 4.0 billion mark 10 year domestic bond with a 6-3/8 coupon, at 99.75 to yield 6.41 pct, the Bundesbank said. (RTWD 1105)

ANKFURT: Commerzbank AG said it was leading a five-year 500 mln mark floating rate Eurobond, priced at par, with a coupon set at the six-month libor rate, for its unit Commerzbank Overseas Finance NV, Curacao. (RTWH 1010)

ANKFURT: The Bank of Tokyo (Curacao) Holding NV is issuing a 100 mln dir straight Eurobond due January 12, 1996 at 100 pct and priced at 101.675 pct, lead manager Bank of Tokyo Capital Markets said. (RTWH 1127)

ANKFURT: The Japan Development Bank is launching a 200 mln Swiss franc, eight-year, 4-3/4 pct bond priced at 101-5/8 lead manager Union Bank of Switzerland said. (RTWH 0828)

ANKFURT: Westdeutsche Landesbank Girozentrale (WESTLB) said it was issuing a three-year 75 mln Australian dir bond with a 14-1/4 pct coupon priced at 101-1/2 for its subsidiary, Western International SA, Luxembourg. (RTV 1346)

ANKFURT: Hessische Landesbank-Girozentrale said it was leading a 75 mln mark five-year Eurobond with a 5-1/2 pct coupon priced at 101 for its Helaba Luxembourg Hessische Landesbank International SA subsidiary. (RTV 0936)

Interbank Rates

CALL	ONE MONTH	THREE MONTHS
12-7/8 3/4	12-15/16 7/8	13-3/16 1/16
4.95/5.05	4.70/80	5.05/10
7-11/16 13/16	7-7/8 8	8-1/16 3/16
4-1/4 4-1/2	5-1/8 5-3/8	4-7/8 5-1/8
3.30	7-1/8 1/4	7-3/8 1/4
10-3/8 11-1/4	11-7/8 12-3/8	11-1/2 12
4.75/85	5.25/35	5.31/43
3.7500 8125	4.6250 6875	4.4375 5000
7.37 7.62	7.50 7.62	7.81 7.93

Interest Rates

Following are the average KD interest rates of local interbank transactions as reported by participants to Central Bank of Kuwait today.

Period	Bid	Offered
1 month	8-1/8	8-5/8
3 months	7-5/8	8-1/8
6 months	7-3/8	7-7/8
1 year	6-1/8	7-3/8

BOMBAY

PR. CLOSE	OPEN	CLOSE	GLINDIA	92	90	92 NICO	635	635	630
376.50	368	382	GNFC	58.50	58.25	59 MUKAND	135	134	135
222	212.50	222.50	GRASIM	87.50	87	87.50 MOCIL	890	890	890
400	395	405	HSFC	171.25	162.50	167.50 ORKAY	40	38.50	40.25
360	360	375	HINDALCO	81	79.50	81 PEICO	35	34	35
132	132	132.50	HINDLEVER	140	139.50	141 PFIZER	82	81	82
113	110	112	HINDOCOA	118.75	118.75	122.50 PRE. AUTO	52.25	51.50	52.50
502.05	495.00	505.00	HINDMOTOR	29	29.25	29.50 RAYMOND	66	66.50	67.50
1425	1400	1445	IND ORG	46.50	45	46.50 RELIANCE	159.50	155	162.50
312.50	311.25	312.50	INDROL	90.25	90	89 SIEMENS	99	99	102
50	50	49.50	ITC	50	47	49 SINDHILAS	300	300	300
61.25	60	62.50	JYSKINT	88	88	90 TATA PHR	430	432.50	432.50
153.75	151.25	153.75	L AND T	128.50	129	133 TATACHEM	107.50	106	110
29.50	29.50	29.50	MAHINDRA	114	113	115 TELCO	750	745	752.50
116.25	117.50	116.25	MASTERSHR	19	19	19.75 TISCO	1063	1052	1071
41	41	42.50	MATHER PL	70	68.45	68.25 VOLTAS	550	530	540

FRANKFURT

LAST PR. CLOSE	LAST PR. CLOSE
185.0	180.0
175.0	175.0
181.5	181.0
279.6	278.6
299.7	299.1
348.8	353.0
347.0	353.0
333.0	329.2
390.0	394.0
512.0	510.5
232.7	234.0
267.0	266.5
731.0	727.0
506.7	504.0
399.0	399.0
293.5	292.5
521.33	522.55
317.0	315.0
415.0	415.0
295.0	294.3
168.6	168.4
224.0	223.0
437.0	437.0
142.0	143.0
405.2	405.2
374.0	367.0
124.5	125.5
101.30	101.80
694.0	697.5
141.5	142.0
216.0	214.0
186.0	186.0
598.0	595.0
335.0	333.5
325.1	333.3
28.40	28.10
613.2	613.0
570.0	564.0
169.2	169.9
224.1	224.1
370.0	373.0
234.2	230.0
211.8	209.0
302.5	302.0
549.8	547.0
254.0	258.0
475.0	473.0
176.7	175.6
307.0	307.0
264.7	265.0
0	0
312.7	310.0

HONG KONG

LAST PR. CLOSE	LAST PR. CLOSE
15.80	15.80
7.65	7.55
17.10	17.10
13.50	13.70
23.50	23.40
4.10	4.00
2.15	2.05
0.86	0.83
0	0.44
9.00	8.95
632.68	625.08
5.35	5.35
27.90	27.90
9.10	9.10
6.95	6.95
8.55	8.45
9.05	8.90
6.30	6.30
5.70	5.70
4.92	4.92
8.45	8.40
10.00	10.00
14.40	14.30
8.55	8.55
12.90	12.70
2.25	2.25
7.35	7.00
2.05	2.02
11.80	11.80
2.17	2.15
2.65	2.62
18.50	18.50
1.34	1.33
4.12	4.07
1.58	1.59
0	7.25
0	1.15
3.90	3.90

TOKYO

STOCK	LAST PR-CLOSE		STOCK	1320	1300
AJHIMOTO	2900	2860	MITSUB CP	1320	1300
AKAI ELEC	600	599	MITSUB EL	998	944
AKAI	1010	1000	MITSUB EST	2780	2750
ASAHI GLS	1930	1920	MITSUB HRY	1080	1030
ASANT OPT	675	671	MITSUI CO	930	917
BANK TOKYO	1540	1520	MITSUKOSHI	1980	1970
BRIDGESTON	1310	1300	MITSUBI EL	1060	1030
CANON	1380	1370	NICHICON	1240	1230
CASIO COMP	1300	1290	NIKON CHMT	1010	990
CHUGAI PHM	1470	1460	NIKKO SEC	1800	1770
CITIZEN W	845	831	NIP ELEC	1970	1880
D-ICHI KAN	3130	3100	NIP KOKKAN	943	937
OAI NIP IC	886	884	NIP OIL	1470	1440
OAI NIP PT	2600	2580	NIP STEEL	947	935
OAI NIP SC	945	950	NIP YUSEN	910	881
DAI NIP TO	1100	970	NIS MOTOR	1310	1270
DAIGEL	793	799	NOKURA SEC	3650	3640
DAIWA H	1990	2010	OHBA CO	865	857
DAIWA SEC	2280	2280	OLYMPUS	1040	1040
EBARA MFG	1030	1040	PENTA OCH	998	992
EISAI	1920	1910	PIONEER	893	901
FUJITSU	1570	1520	RENOVA	830	810
FUJII BANK	3460	3470	RICOH	1160	1130
FUJII PHOTO	3390	3250	SANKYO	1940	1900
FUJISAWA	1610	1600	SANYO ELEC	790	765
FUJITA CP	877	852	SEIYU ST	1920	1910
HITACHI	1610	1560	SEIKISU PB	1890	1870
HONDA MOT	1960	1940	SHARP	1070	1020
ISETAN	2080	2100	SHISEIDO	1650	1600
ITO YOKADO	4000	4090	SONY	6700	6600
JAP SYN RY	1110	1120	SUNITOMO	1170	1180
JAPAN AIR	14700	14800	TAISEI	1170	1170
JAPAN MET	769	755	TAKEDA PHN	1390	1340
KAJIMA	1800	1800	TAKEDA CH	2490	2420
KANSAI EL	3970	3900	TEIJIN	764	764
KAO SOAP	1720	1730	TKD NEW IX	269.15	245.50
KAWASAKI H	945	914	TOKIO MNR	2270	2250
KAWASAKI S	1040	1030	TOKYO ELEC	1120	1140
KIRIN BREW	1940	1920	TOKYO GAS	1410	1390
KOMATSU	925	920	TOKYO POMR	6650	6470
KUBATO LTD	902	915	TORAY IND	872	842
KYOCERA	5230	5220	TOSHIBA EL	1040	1000
MAKITA EL	1510	1460	TOYOTA MOT	2070	2010
MARUI	2840	2820	TOYO KOGY	794	772
MATSUDA EI	2450	2400	TOYOTA MOT	2530	2510
MATSUDA EL	0	2660	YAMAHA	1170	1170
MEIJI SEIK	951	950	YAMAHATCHI	1770	1770
			YAMAZAKI	1470	1450

Tokyo Stock Market Report

TOKYO STOCKS REBOUND TO CLOSE SHARPLY HIGHER

TOKYO, NOV 29, REUTER - SHARE PRICES REBOUNDED FROM MORNING LOSSES TO CLOSE SHARPLY HIGHER, BROKERS SAID.

"WE HAVE A TWO-TIER-STRONG MARKET. THE FOCUS IN THE AFTERNOON SESSION WAS LARGE CAPITAL ISSUES LIKE STEELS AND SNIPBUILDERS, AND HIGH TECHS WERE STRONGER SINCE THE OPENING," SAID KOICHI URA, AN ANALYST WITH DRESDNER-AND SECURITIES LTD.

"PEOPLE ARE KEEPING CAUTIOUS, BUT IF THE MARKET STARTS TO REBOUND AGGRESSIVELY, THEY WILL BUY AGAIN," HE SAID. BUYING BY MAJOR BROKERS ENCOURAGED OTHERS TO COME OFF THE SIDELINES.

THE NIKKEI INDEX ROSE 334.98 POINTS, OR 1.2 PCT, TO 29,318.30. IT TOOK A SHARP 380.27-POINT DIVE ON MONDAY.

THE BROADER FIRST SECTION, OR TOPIX, INDEX ROSE 23.65 POINTS TO 2,269.15 AFTER FALLING 28.20 POINTS ON MONDAY.

RISES LED FALLS BY NINE TO FIVE WITH 594 ISSUES UP AND 333 DOWN.

TURNOVER WAS A MODERATE 1.1 BILLION SHARES AGAINST 1.2 BILLION.

THE LIST OF WINNERS WAS HEADED BY COMMUNICATIONS, ELECTRICAL, SECURITIES HOUSE, NON-LIFE INSURANCE, REAL ESTATE, OIL, RAILWAY/BUS, GAS, SHIPPING AND SHIPBUILDING STOCK.

THE ONLY SECTORS ON THE LOSING SIDE WERE CREDIT/LEASE, BANK, ROLLING STOCK, FISHERY AND PULP/PAPER ISSUES.

THE NIKKEI INDEX BEGAN HIGHER. INVESTORS WERE ENCOURAGED THAT NEW YORK'S DOW JONES INDUSTRIALS AVERAGE ROSE ON MONDAY DESPITE FEARS OF HIGHER OIL PRICES AND TIGHTER CREDIT.

THE INDEX LATER FELL AS MUCH AS 53.05 POINTS IN MID-MORNING ON LACK OF FRESH INCENTIVES.

BUT PRICES REGAINED SOME GROUND BY MIDDAY AND CONTINUED TO SPIRAL UPWARDS IN THE AFTERNOON, CLOSING AT THE DAY'S HIGH, ON HEAVY BUYING BY BIG BROKERS AND NEW BUYING THEMES, BROKERS SAID. THEY SAID THE TIME WAS RIPE FOR A REBOUND SINCE THE MARKET TONE REMAINS BULLISH AND PRICES HAD BEEN CONSOLIDATING FOR FOUR DAYS.

Hong Kong Market Report

HONG KONG, NOV 29, REUTER - HONG KONG STOCKS RECOVERED FROM EARLY WEAKNESS AND ENDED STRONGLY DESPITE WORRIES ABOUT THE RISE IN THE U.S. PRIME RATE, BROKERS SAID.

"WE OPTIMISTICALLY FOLLOWED TOKYO'S SHARP RISE TODAY. THE ONLY WORRY IS THAT WE MIGHT FOLLOW THE PATTERN IN AUGUST WHEN THE U.S. PRIME RATE WENT UP AND THE DISCOUNT RATE FOLLOWED AND THE MARKET WOULDN'T WANT THAT," A BROKER AT A BRITISH HOUSE SAID.

THE HANG SENG INDEX FIRMED 7.6 TO 2,632.68 WHILE THE BROADER-BASED HONG KONG INDEX ROSE 7.27 TO 1,757.00.

TURNOVER WAS 659.84 MLN N.K. OLDS, DOWN FROM YESTERDAY'S 776.93 MLN.

AMMAN

ALADDIN COMPANY	OPNG	CLSG	JOR LEASING CORP.	0.56	0.53
ARAB ALUMINUM IND.			JOR LIM BRICK	0.23	0.23
ARAB BANK			JOR MANAG/CONSULT	0.50	0.50
ARAB CHEMICAL OTER	4.35	4.53	JOR NATIONAL BANK		
ARAB FINANCE CORP.	2.46	2.41	JOR PAPER CARDBROG		
ARAB INSURANCE	1.09	1.07	JOR PHOSPHATE MINS	1.51	1.50
ARAB INT. INV/TRAN.	0.98	0.98	JOR PRES/PUBLISHER	4.25	4.40
ARAB INT. UNION INS			JOR PRINTING/PACK.		
ARAB INTER. HOTELS	0.58	0.58	JOR ROCK WOOL IND.		
ARAB JOR/INVEST/BK	2.35	2.35	JOR SECURITY CORP		
ARAB PAPER COM/TRA	0.32	0.33	JOR SELPHO CHEM.		
ARAB PHARMA/CHEN	0.76	0.75	JOR WOOD INDUSTRY	4.80	4.80
ARAB POTASH CO.			JOR WORSTED NLL	1.00	0.93
ARABIAN SEAS INS.	1.65	1.65	JOR. KUWAIT AGR		
BANK OF JORDAN	15.65	15.90	JOR. PETROLIUM REF		
BELGIUM INSURANCE	1.00	0.95	JOR. FRENCH INS.		
CATRO AMMAN BANK			JOR. INV. FIN. CORP		
CONFECT/CHOCOLATE	1.05	1.25	JORDAN GULF REAL	0.94	0.95
DAR AL SHAAB PRESS			JORDAN GULF INS.	13.85	13.90
DAR ALDAMA DV/INV.			JORDAN ISLAMIC BHK		
DARCO/INVEST/HOUSE			JORDAN KUWAIT BANK	2.10	2.10
FINANCE/CREDIT/COR			JORDAN TANNING	0.73	0.72
GENERAL INSURANCE	2.39	2.43	LIVESTOCK/POULTRY		
GENERAL INVESTMENT	1.49	1.47	HACH/ECU/RENT/MAIN		
GENERAL MINING.	1.45	1.50	MAS INDUSTRIES	0.69	0.73
HIMEN MINERALS	0.75	0.75	MIDDEL EAST HOTEL	0.60	0.60
HOLY LAND INS.	1.44	1.44	MIDDEL EAST INS	60.00	60.00
IND./MATCH JENCO			MINERALS RESEARCH	0.67	0.74
INDSTR DEVLPNT BHK	1.62	1.60	NAT. FIN. INVEST CO		
INDSTR/COM/AGR.			NAT/CABLE/WIRE/INF	1.32	1.33
INDUSTRIAL INVEST.	0.75	0.75	NATIONAL ALHIA INS		
INTERCOM/INV	0.13	0.13	NATIONAL INDUSTRY	0.85	0.85
IRBID ELECTRICITY	0.64	0.64	NATIONAL PORTFOLIO		
J. TOUR-SP COMPLEX	0.79	0.80	ORIENT DRY BATTERY	0.25	0.28
JERUSALEM INS.	1.26	1.29	PETRA JOR. INS.	0.35	0.35
JOR TOBACCO/CIGARET			PHILADELPHIA INS.		
JOR CERAMIC FACTOR	25.01	25.05	RAFIA INDUSTRIAL	0.78	0.78
JOR EAGLE INS.			REAL ESTATE INV.		
JOR ELECTRIC POWER			SHIPPING LINES	0.93	0.94
JOR FINANCE HOUSE			SPINNING MEVING		
JOR GLASS INDUSTRY	2.50	2.30	THE HOUSING BANK	1.16	1.15
JOR HOTEL TOURISM			UNITED INSURANCE	1.99	1.96
JOR INDUSTRY CHEM.	1.20	1.20	UNIVERSAL CHEM. IND	0.83	0.84
JOR INS AND FIN.			YARNOLK INSURANCE	1.26	1.26

PHILIPPINES MAKATI

STOCK	BUY	SELL	OPEN	BC-A	71.50	72.00	71.50
AC-A	10.00	10.25	10.25	LC-A	.48	.49	.48
AUS	2.70	2.75	2.70	LC-B	.50	.51	.50
GLO	31.50	32.00	31.50	PK-A	.37	.38	.37
PLDT	218.00	219.00	218.00	PK-B	.38	.39	.38
KPSI-A	2.20	2.24	2.20	BP-A	.01	.011	.01
KPSI-B	2.90	2.90	2.90	BP-B	.011	.012	.012

Sterling strengthens

Dollar edges lower, gold dips

LONDON, Nov 29, (Reuters): The dollar edged lower today after news the US economy grew faster in the third quarter of 1988 than previously thought, dealers and market analysts said.

This rekindled concern at the slow progress in cutting America's huge trade gap.

But currency dealers said no strong sell-off of the dollar was likely before US jobs data for November due out on Friday.

Oil prices eased slightly as doubt set in about whether the OPEC production-cutting accord signed in Vienna yesterday would have much impact on glutted crude markets.

Services
The US Gross National Product (GNP) — its total output of goods and services — grew at an annual rate of 2.6 per cent, or \$25.7 billion, between July and September instead of the previously estimated 2.2 per cent, the Commerce Department said. The market had expected a revised 2.8 per cent.

The upward revision was partly due to higher consumer spending than earlier estimated, the department said.

Economists said higher consumer spending would trigger some selling of the dollar in a market which has been preoccupied with concern at accelerating inflation and slow progress in reducing the US trade gap.

Strong
"The concern on the strong consumption is that it would bring in more imports," said Michael Niemira, economist at Mitsubishi Bank Ltd's branch in New York. "That would create anxieties that we're not getting narrower trade numbers, and that would hurt the dollar."

The dollar ended in London at 1.7270 West German marks and 121.45 Japanese yen from yesterday's close of 1.7332 and 122.23.

The pound sterling strengthened after British Chancellor of the Exchequer Nigel Lawson reaffirmed his view that interest rates were the appropriate instrument for tackling inflation. It closed in London at \$1.8495 from yesterday's 1.8375 finish. Trade was thin and uncertain

in the oil market with prices easing 10 to 15 cents a barrel from the previous New York close after surging when OPEC ministers agreed yesterday to restrain output in 1989.

Delivery
A cargo of North Sea Brent blend, the most widely traded crude, was quoted in late European business at around \$14.03 a barrel for January delivery compared with 14.63 at the same time yesterday.

Gold bullion took some early losses but recovered to close at \$422.38 an ounce against yesterday's 423.75, taking its cue from strength in platinum and oil prices, dealers said.

Wall Street stocks were mixed and little changed overall, showing little reaction to the revised GNP figures.

The Dow Jones Industrial Average was up 4.06 at 2,085.53 by midday in New York. Brokers said investors were awaiting Friday's jobs figures.

In London equities were mixed to firm in late trading, after an initial across-the-board

mark-up met little buying dealers said.

A shaky opening on Wall Street, where prices turned lower after early gains, added to the still nervous tone as investors continued to worry about Britain's trade position and the possibility of yet higher interest rates.

Reeling
"Although there has been more interest today, many people are still reeling from Friday's (UK trade) numbers and are frightened of committing themselves to equity positions," one trader said. The FTSE 100 at 1540 GMT was up 3.8 at 1,785.3.

The early advance came in reaction to the recent two-day sell-off, and a steady performance on Wall Street yesterday despite a 1/2 point rise in US prime rates to 10-1/2 per cent.

The hike in US rates, although widely expected, helped dollar earners as it effectively further underpins the currency. ICI rose 6p to 971 and British Aerospace 6p to 437.

International industrial con-

glomerate Hanson Trust was the most active issue, with more than 16 million shares changing hands for a 4p rise in the share price to 156. The company is seeking to increase borrowing powers by an estimated £4 billion to £11 billion next year.

Flexibility
Most analysts viewed the move as a gearing up in advance of a possible near term major acquisition. However, some believe Hanson does not currently have a bid in mind, choosing only to increase borrowing powers for future flexibility.

Rolls-Royce was the second most actively traded share, rising 2p to 130, with some 8.5 million changing hands. Dealers said the demand was a result of a brokers' 'buy' recommendation for the aerospace engineering company's shares.

Food and drinks group Allied Lyons stood a penny lower at 465 after reporting a 16.2 per cent rise in half-year profits before tax to £229 million, slightly above some market forecasts.

Bahrain revamps its trade laws to set up major arbitration centre

BAHRAIN, Nov 29, (Reuters): Bahrain is revamping its trade laws to set up a major arbitration centre with the aim of mediating in disputes between businessmen from all over the world.

Commerce officials say the government will launch an international advertising campaign for the project when new laws for handling foreign commercial disputes are ready.

"The Commerce and Legal Affairs Ministries are working together to draw up legislation," said Hassan Zainalabedini, first vice-president of Bahrain's Chamber of Commerce.

"The arbitration centre will have its own framework but must work within Bahrain's commercial law," he said. Arbitration is less time-consuming than going to court, he said.

He gave no details on how Bahrain's trade laws would be altered and legal officials declined to comment.

Zainalabedini said Bahrain would urge international law firms to set up on the island and would seek an internationally-known figure to be the centre's director.

Action

"We are in the early stages now but would like to begin taking action within six months to one year — we must act quickly while the idea is still fresh in people's mind," he said.

Commerce Minister Habib Kassem said on Saturday the centre would be separate from another planned for Bahrain by the six-member Gulf Co-operation Council (GCC) to handle trade disputes within the region.

Trade officials said the idea for the regional centre stemmed from growing trade, and increasing numbers of trade disputes, between companies in the Gulf and Europe.

"Many cases have remained deadlocked in court because

there was no common legal umbrella under which a solution could be found," said an official who wished to remain anonymous.

In October 1987 members of the Euro-Arab Arbitration Congress meeting on Bahrain suggested the island widen its plans to host regional arbitration centre, and create a world-wide one as well.

Arbitration

"It's a good idea to have a seat of arbitration in a country in the developing world," said Fethi Kemche, head of the Paris-based Euro-Arab Arbitration System.

"One can easily imagine a Japanese and Saudi businessman meeting for this purpose in Bahrain," he told Reuters by telephone.

He said it was not clear to which set of international arbitration rules the centre would refer. He added that the Euro-Arab body, which represents the Euro-Arab Chambers of Commerce, had agreed to provide technical assistance and support.

Project

"We think the project can be established in Bahrain considering its position and what has been done in so few months," he said.

Bahrain ratified the 1988 New York convention on recognition and enforcement of arbitral awards last March. Only a handful of Arab countries have joined the convention because Israel is a member.

Abdulrazzak Zainalabedini, head of foreign trade in the Commerce Ministry, said Bahrain had ratified the convention on condition it was not bound by Israeli arbitration decisions.

He said trade disputes on the island usually involved agreements between principals and agents, claims of non-

payment and claims that goods were sub-standard.

Hassan Zainalabedini said arbitration complied with Islamic principles because it was within the tradition of 'sulh' meaning reconciliation in Arabic.

Compromise

"Arbitration will be successful because it is less time consuming than going to court and it involves compromise by both sides — in a court case one wins and one loses," he said.

Bahraini businessmen said they welcomed the idea.

"It's long overdue," said Jemil Ali Ibrahim, head of Ali Bin Ibrahim Group.

"A trade arbitration centre is a good because it signifies co-operation — and if a third party arbitrates, no-one will lose face," he said.

Egypt hikes oil prices

CAIRO, Nov 29, (AP): Egypt today sharply increased its oil export prices for the first half of December by \$1.75 a barrel for all blends, a senior Oil Ministry official said.

Hammad Ayoub, director of overseas trade, said the new prices will be effective Dec 1-15. It is the largest price increase for Egyptian oil in at least three years.

The Egyptian decision came on the heels of an accord by the Organisation of Petroleum Exporting Countries curtailing production levels, in an effort to shore up sagging prices cutting back on the world oil glut.

Prices
Ayoub said the new prices will be \$12.75 a barrel for the top-grade gulf of Suez, \$11.90 for Belayan, \$10.75 for Ras Badran and \$10.45 a barrel for Ras Ghareb.

Business investment surges

US economy grows 2.6pc in third quarter

WASHINGTON, Nov 29, (Reuters): The US economy grew at an annual rate of 2.6 per cent, or \$25.7 billion, between July and September instead of the previously estimated 2.2 per cent, the Commerce Department reported today.

The upward revision in the growth rate of the US Gross National Product (GNP), its total output of goods and services, was mainly due to higher consumer spending and

business inventory growth than earlier estimated, the department said.

The third-quarter GNP growth rate, which followed a 3.2 per cent pace in the first half of the year, was adjusted to remove the effects of inflation and normal seasonal factors.

Growth
Despite the upward revision from the government's initial GNP estimate, economic growth in the third quarter was below the 2.8 per cent rate expected by Wall Street economists and remained at the slowest pace since the fourth quarter of 1986.

The government is scheduled to issue its final revision of economy's third quarter performance next month.

In financial markets, which have been preoccupied with concern over accelerating inflation and slower progress in reducing the US trade gap, the higher than previously estimated rate of consumer spending could spark some selling of the dollar, economists said.

Spending
"The concern on the strong consumption is that it would bring in more imports," said Michael Niemira, economist at Mitsubishi Bank Ltd. "That would create anxieties that we're not getting narrower trade numbers, and that would hurt the dollar."

Consumer spending rose at a 4.0 per cent pace in the third quarter instead of the 3.5 per cent

rise in 1987, the department said.

All of the spending increases were for services and so-called nondurable goods, such as food and other day-to-day items, it said. Spending on 'big ticket' items designed to last at least three years actually at a 1.1 per cent rate, it added.

Government policymakers have been trying to encourage greater exports and less domestic consumption to reduce the US trade deficit from last year's record \$170 billion.

The trade gap widened in inflation-adjusted terms in the third quarter as exports rose at a 13.8-billion annual rate, while imports rose at a \$16.4-billion pace.

The economy, which grew 3.4 per cent in 1987, would have expanded at a 3.2 per cent rate in the third quarter without the crop and livestock losses caused by last summer's farm belt drought, the department said.

The two key inflation gauges issued by the department showed that price increases in the third quarter were higher than previously estimated.

The GNP implicit price deflator, a broad measure of inflation, rose at a 4.7 per cent annual rate in the third quarter instead of 4.4 per cent estimated previously, while the more highly regarded GNP fixed weights price index rose at a 5.1 per cent instead of 4.9 per cent.

Last year, the deflator rose at a 3.3 per cent rate, while the fixed weights index rose at a 3.4 per

cent pace.

Business investment, a major driving force in the economy, rose at a 4.8 per cent rate in the third quarter instead of the 4.6 per cent previously estimated. In the second quarter it surged at a 15.0 per cent pace.

The value of business inventories rose at a \$36.7-billion rate in the third quarter after a \$35.3-

billion second-quarter rise.

Non-farm inventory investment rose \$5.6 billion in the third quarter after falling by \$21.8 billion in the second quarter.

Government purchases of goods and services fell at a 3.0 per cent rate in the third quarter after a 3.9 per cent second quarter increase.

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8	Tug Capricorn	G. Star	4845501
9	Barge Sagittarius	G. Star	4845501
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ETA	Ships Name	Agent	Tel. No.
28/11	Zarka	G. Qutub	4747815
29/11	Jolly Turchese	G. Qutub	4747815
30/11	Queen Emerald	Marafi	2465645
SHIPS DISCHARGING AT SHUAIBA PORT			
B. No.	Ships Name	Agent	Tel. No.
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10	Smyrni	Algh Barwil	4842988
16	Sea Star-L	Sager Shabben	2432692
14	Cadmus	B.B. Hassan	2440359
SHIPS EXPECTED AT SHUAIBA PORT			
ETA	Ships Name	Agent	Tel. No.
27/11	Al Mirqab	UASC	4843150
28/11	Oktaf Taarik	RSMS	2432692
1/12	Y.S. Prosperity	Al Rashed	2422026
2/12	Providence Bay	KMMC	2419814
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Saudi riyal deposits firm

NICOSIA, Nov 29, (Reuters): Saudi riyal interbank deposits firmed in active one-way trade today as banks borrowed fixed period funds amid tightening liquidity.

Dealers said a sharp rise in one-month US interest rates — often closely tracked by riyal deposits — also exerted upward pressure.

Most activity in the riyal market was in one-to-three-month funds as banks covered positions for the turn of the year.

"People are speculating that liquidity will lessen as the end of the year approaches," one dealer said.

One-month funds jumped 1/2 point to 10-1/4, ten per cent while three-months firmed 1/8 point to 9-7/8, 5/8.

Corrigendum

Readers are requested to note that in the advertisement for "Far East — Gulf Trade Lines" which appeared in Arab Times (Pg 9) dated November 29, 1988, the 3rd and 4th line of the second paragraph should have read as follows... "current temporary additional risk surcharge (TARS) of USD 100/200 per 20 ft/40 ft container..." i.e. the word 'of' instead of 'to' should have been used.

Dubai team wins Grand Final of Management Challenge

WITH style and through sheer determination, the team from McDermott International Inc. of Dubai, V. Raja, Aubrey Joachim and George Tisseverasinghe have won the Grand Final of the 1988 Benson & Hedges Management Challenge, in Penang on Nov 25-26.

The Bahraini team, the Gulf Riyad Bank, came second with Ernst & Whinney of Kuwait coming in a close third.

"Competition was very tough today, but we managed to hold on to our lead; it is a great day for us," said Aubrey Joachim following the announcement of the results.

The winners each receive a Benson & Hedges Gold Medal and a portfolio of \$10,000 worth of gold shares. They were also presented with a unique commemorative sculpture — The Management Challenge Award — for their company.

The prizes were presented to McDermott International Inc. by Tun Dattuk Dr Haji Awang Bin Hassan, the head of state of Penang.

Performance
One of the judges, Professor Bob Thomas of the Ashridge Management College, commented on the winners' performance. "They were the first company



The winners of the Benson & Hedges Management Challenge Grand Final from McDermott International Inc., of Dubai V. Raja, Aubrey Joachim and George Tisseverasinghe, are congratulated by Tun Dattuk Dr Haji Awang Bin Hassan, the head of state of Penang.

to make a profit, they displayed good knowledge of the market place and effective management."

He added that the performance of all the teams this year was of a very high standard.

The winners were anxious to compete against the Ernst &

Whinney team from Kuwait because "they are also good accountants," said Joachim.

The Grand Final is the culmination of an eight-month test of managerial skills and know-how. All the teams start their campaigns against overwhelming odds in the first stage of the

challenge; then they proceed to the Country Finals before taking the ultimate challenge in the Grand Final.

The Grand Final, staged over two days, is a complex and interactive management exercise, with built-in local GCC business factors.

WORLD STOCK ROUNDUP

BOMBAY: Prices recovered after institutional support halted a downward trend set off by higher contango (carry-forward) charges and heavy daily margins on sales and purchases.

FRANKFURT: Shares closed mixed with a higher bias, but nagging worries about rising interest rates and month-end accounting kept trading activity limited. The Real-Time 30-share Dax index closed at 1,262.55, 3.42 points or 0.3 per cent up.

ZURICH: Swiss shares closed slightly higher across the board in quiet trading. Most blue chips,

however finished below their day's highs. The All-Share Swiss index closed 4.7 points higher at 917.7.

PARIS: French shares prices were slightly lower at midsession amid volatile but thin trading, with most operators sidelined due to the uncertain international trend. The 50-share bourse indicator was down 0.21 per cent at about 1215 GMT.

LONDON: Equities were mixed to firm in late trading, after an initial across-the-board mark-up met little buying. The FTSE 100 at 1540 GMT was up 3.8 at 1,785.3.

SYDNEY, Nov 29, (Reuters): Shares closed lower in light trade as pressure from rising interest rates kept a lid on the market. The All Ordinaries index fell 8.6 to 1,471.4.

TOKYO: Prices rebounded from morning lows to close sharply higher. The Nikkei index rose 334.98 to 29,318.30.

HONG KONG: Stocks recovered from early weakness and ended strongly despite worries about the rise in the US prime rate. The Hang Seng index rose 7.6 to 2,632.68.

SINGAPORE: Prices closed mixed with a steeper bias after some bargain hunting alternated with light profit-taking. The Straits Times industrial index edged up 0.82 to 1,003.37.

OBITUARY

Our heartfelt condolences to our beloved colleague
Dr. Mahmood Busharatallah
on the sad demise of his

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SPORTS

Waldegard predicts thrilling battle in Dubai Rally

DUBAI: Former world champion Bjorn Waldegard yesterday predicted an enthralling confrontation between Rothmans star Saeed Al Hajri and defending champion Mohammed Bin Sulayem when they go into action tomorrow to decide the 1988 FISA Middle East Championship.

Waldegard, winner of the Oman International last month in a Toyota and a guest of the Emirates Dubai International Rally organisers in Dubai, will be an interested spectator as the Arab world's top two drivers fight it out in the final round of the regional series.

With Al Hajri holding a five-point championship lead in his Rothmans Audi Quattro, the brilliant Swede said: "Saeed and Mohammed are both great drivers, and it will be a very close battle between them. Of course, my heart is with Toyota, and if anything, I think Mohammed's car might just give him the edge. But it should be a great contest."

Sulayem, ruled out in Oman after injuring his neck in a road accident, has passed himself fit and raring to go, despite having to wear a surgical collar and plaster-cast which greatly restrict his movement.

Determined
But, partnered by Irishman Ronan Morgan in the Emirates-supported Celica turbo, he is determined to hold on to the regional title, and win his home rally for the fourth time in a row.

"I don't really know how fit I am because I have only been practising for the past four or five days," said Sulayem. "I'm getting better all the time, but being comfortable is another thing."

Al Hajri, accompanied by English navigator Steve Bond, is quite clear about his tactics. "I will go flat out to win the rally," he says, with a third Middle East triumph very much within his grasp.

BRACEWELL TAKES SIX WICKETS FOR 51 RUNS IN 2ND INNINGS

New Zealand thrash India

BOMBAY, Nov 29, (Reuters): All-rounder John Bracewell, already the star of the five-day second Test, skittled out two of India's last three batsmen today to give New Zealand a 136-run victory.

The Bombay win levelled the three-match series and gave New Zealand only their second Test win in India. The first was at Nagpur during the 1969-70 series.

In the second innings Bracewell, 30, took six wickets for 51 runs to end India's second innings at 145, just 21 minutes and 34 balls after the start of play today. The Auckland took two for 81 in the first innings.

The victorious captain, John Wright, said Bracewell's performance was the best exhibition of spin bowling he had seen from a New Zealand bowler.

Bracewell also performed creditably in the batting, hitting two crucial innings of 52 and 32. Colleague Richard Hadlee finished the second innings with four for 39 and the Test with 10 wickets, the ninth time he has achieved this feat.

But the day and match belonged to Bracewell, who started India's slide in the morning when they resumed the innings at an overnight total of 137 for seven, needing 145 runs to win.

He clean-bowled Kiran More for two in the fourth over. Patel fell to Hadlee in the next over to let last man Narendra Hirwani put up the only fight by driving Test cricket's highest wicket-taker through extra cover for three runs.

Bracewell ended the match in the following over by getting Hirwani to sweep him to Ewen Chatfield at deep backward square. Arshad Ayub remained not out on four.

On Sunday Bracewell had a profitable partnership with Chatfield, putting on 29 runs for the last wicket. Bracewell had put on 69 runs with Ian Smith in a

ninth-wicket stand earlier that morning.

The two stands added 98 runs to the total and pulled New Zealand out of trouble when they were tottering on 182 for eight.

"Those 98 runs for our last two wickets, I think, had a very bad psychological effect on the Indians," said Wright.

Bracewell and Danny Morrison put on a record 76 runs for the ninth wicket in the first innings when New Zealand were in trouble on 181 for eight.

He took four wickets on Sunday, including that of all-rounder Kapil Dev when the Indian was threatening to stage a rescue. Kapil hit an aggressive 36 before being brilliantly caught by Wright, a dismissal which the New Zealand captain called one of the crucial ones of the match.

Indian captain Dilip Vengsarkar blamed himself and his other batsmen for the defeat.

"I played a rubbish shot," he said of his own dismissal.

The final Test starts in Hyderabad on December 2.

Scoreboard
NEW ZEALAND first innings 236 (J. Bracewell 52, R. Shastri four for 49)

INDIA first innings 234 (K. Srikanth 94, R. Hadlee six for 49)
NEW ZEALAND second innings 279 (A. Jones 78, I. Smith 54, A. Ayub five for 50)

INDIA second innings (overnight 137 for seven)
K. Srikanth lbw b Hadlee 0
Arum Lal c Greatbatch b Hadlee 14
N. Sidhu b Bracewell 0
D. Vengsarkar b Bracewell 0
M. Azharuddin c Rutherford b Bracewell 21
R. Shastri c Smith b Hadlee 47
Kapil Dev c Wright b Bracewell 36
K. More b Bracewell 4
A. Ayub not out 4
R. Patel c Smith b Hadlee 0
N. Hirwani c Chatfield b Bracewell 3
Extras (b-5 lb-4 nb-3) 12
Total 145

Fall of wickets: 1-0 2-48 3-54 4-89 5-89 6-134 7-134 8-141 9-142
Bowling: Hadlee 16-3-39-4, Morrison 6-1-27-0, Chatfield 10-1-19-0, Bracewell 17-4-51-6.

NZCC to decide on tour by England

WELLINGTON, Nov 29, (Reuters): Foreign Minister Russell Marshall has said it is up to the New Zealand Cricket Council (NZCC) to decide whether to allow a tour by an England team which includes players with links to South Africa.

"The decision on the tour is up to the cricket council to make," a spokeswoman for Marshall said today.

The London Evening Standard newspaper reported yesterday that Marshall had asked cricket council chairman Barry Paterson to abandon plans for the tour.

The spokeswoman said Marshall would not comment on any discussions with the council. "But he hasn't told them to call it off," she said.

England asked the council to host a mini-tour after an England team tour of India was called off because of players with South African connections. There was no mention of South African links when England made a full tour of New Zealand a year ago.

Paterson told Reuters the council had had talks with Marshall last week.

Incorrect
"I have had discussions with Mr Marshall but I can state that the information (that Marshall asked the council not to go ahead with the tour) is incorrect," he said.

He said they talked generally about the tour and how it might affect the 1990 Commonwealth Games in Auckland.

"Obviously there is some concern about England coming. It was the responsible thing to do to raise the matter," he said.

Paterson said the council's delay in deciding on the mini-tour had nothing to do with Marshall.

SPORTS BRIEFS

Platini honoured

AMMAN, Nov 29, (Reuters): French national team soccer coach Michel Platini received a medal from Jordan's King Hussein yesterday for his efforts to rehabilitate young drug addicts.

Diego Maradona

BUENOS AIRES, Nov 29, (Reuters): Argentine soccer star Diego Maradona said yesterday he would return to Argentina to play for Boca Juniors as soon as his contract with Napoli of Italy ended in 1993.

Seahawks win

SEATTLE, Nov 29, (AP): Dave Krieg threw five touchdown passes as the Seattle Seahawks overcame a devastating series of turnovers to beat the Los Angeles Raiders 35-27 in a National Football League game yesterday.

Top athletes

LONDON, Nov 29, (AP): Masters champion Sandy Lyle and distance runner Liz McColgan were voted Britain's top athletes of 1988 in the annual Sports Writers' Association poll today.

Cup team

BONN, Nov 29, (Reuters): Boris Becker, back in action after a foot injury, will spearhead West Germany's challenge in next month's Davis Cup tennis final against Sweden.

Heysel stadium

BRUSSELS, Nov 29, (Reuters): The Heysel stadium, where 39 people died in rioting before the 1985 European Cup final, will be demolished by the end of next year and replaced with a new one, a spokesman for the Belgian Soccer Union said yesterday.

Racing team

LONDON, Nov 29, (Reuters): Briton Jonathan Palmer has resigned with the Tyrrell Formula One motor racing team and will lead their challenge for the 1988 drivers' and constructors' championships.

Title fight

MELBOURNE, Nov 29, (Reuters): Australia's Jeff Fenech must overcome increasing physical frailty to retain World Boxing Council (WBC) featherweight title against American George "Go-Go" Navarro tomorrow.

Women's cricket

PERTH, Australia, Nov 29, (Reuters): Result on the opening day of the women's World Cup cricket tournament today, over a side, Australia (320 runs) beat Netherlands (200 runs) by 255 runs. New Zealand (232 for four) beat Ireland (70 runs) by 154 runs.

Giant slalom

VAL THORENS, France, Nov 29, (AP): Switzerland's Tina Zurbriegen won his second straight race of the World Cup giant slalom and fog and rain.

Lakers triumph

PHILADELPHIA, Nov 29, (AP): Magic Johnson scored 20 points, 20 assists and 20 rebounds last night to lead the Los Angeles Lakers to a 109-104 victory over Philadelphia, snapping the 76ers' four-game winning streak.

British soccer

LONDON, Nov 29, (Reuters): Results of British soccer matches yesterday: English Football Association (F.A.) Cup first round replays: Chesterfield 1-0 Bolton, Rochdale 1-0 Huddersfield, Leyton Orient 0-0 Enfield.

1994 Cup

BUENOS AIRES, Nov 29, (Reuters): Joao Havelang, president of the Federation of International Association (FIFA), said the United States hosts of the 1994 World Cup could become a soccer force in the century.

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